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Made in Oshawa—Canada.
Roadsters \$61,525 to \$61,885
Tourings \$61,560 to \$62,070
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THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1248 or 1247.
38, Wong Nai Chung Road, Happy Valley.

China Mail

ESTABLISHED
1845

No. 25,854

HONG KONG, SATURDAY, MARCH 31, 1928.

PRICE, \$3.00 Per Month.

"Your Eyes Are Safe With Us."



N. LAZARUS
Hong Kong's Only European Optician.
(Established Over Forty Years).
Manager—RALPH A. COOPER, M.A.O.A.
Registered Optometrist by Canadian Govt. Exam.
(Personal Attention).

FIRST MOVE.

TROOPS CROSSING YANGTSE.

16,000 DESPATCHED.

Northerners Also Making Active Preparations.

MINOR NAVAL BATTLE ALREADY FUGHT.

Sixteen thousand troops, in two batches, have been shipped across the Yangtze by the Nationalist Government evidently as the first move in the first threat against the Peking Government. Of this number, 10,000 have not gone very far but the other 6,000 are destined for an assembly point in rear of the main base.

Meanwhile, the Northerners have not been idle. Whereas the Nationalist reinforcements are moving up the western sector of the front, 3,000 bandits have taken a minor naval port from the Nationalists. These bandits are believed to be acting in conjunction with the Peking forces.

From Swatow comes news of an improvement in the situation owing to the approach of military and naval help from Canton. Up-country, however, atrocities are still being committed by the Communists and, in one locality, the women have thrown themselves into wells rather than face the Red terror.

SWATOW IMPROVEMENT.

Wuhu, Yesterday.

Six thousand Nationalist troops have left this port for Pukow (which is on the north bank of the Yangtze River, opposite Nanking, the capital) and then up the Tientsin-Peking Railway to Peking. — British Naval Wireless.

[Note: Peking is on the Railway, leading up to the western sector of the front. The eastern sector is crossed by the Grand Canal, running up from Tsin-kiang-pu and is nearer the coast. Peking is on the Hwai River, behind the Nationalist main base at Hsueh-fu, over a 100 miles from Nanking, and about 1000 miles south of the Northern outposts. The 6,000 men are Yunnanese mercenaries from the 3rd Army in Kiangsi and their joining the war indicates gain of prestige by Chiang Kai-shek.]

10,000 More.

Nanking, Yesterday. Ten thousand troops have crossed from Nanking to Pukow, on the opposite bank of the Yangtze. — British Naval Wireless.

[Note: A message published yesterday stated that 5,000 men of the 1st Army—Chiang Kai-shek's own men—had arrived at Nanking from Shanghai, taking their field guns with them.]

Bandits Help the North.

Shanghai, Yesterday. It is reliably reported that 3,000 bandits, believed to be operating in liaison with the Northern (i.e. pro-Peking) forces in Shantung captured Haichow on March 26.

The Nationalist General Chen Tiao-yuan's army is going from Tsin-kiang-pu up the Grand Canal towards Haichow to reinforce the Nationalist garrison hitherto at Haichow. — Reuter.

[Note: Haichow is a port in the north of Kiangsu province.]

Encroaching Movement.

Tsin-kiang-pu, March 28. Bandits have recently been exceedingly active in this vicinity. On the night of March 23, serious fighting broke out between the troops of the 37th Nationalist Army and the local bandits, which resulted in the complete failure of the bandits to capture the city. Over 200 bandits were killed almost immediately and a large quantity of weapons of war and horses was captured. General Tan, Divisional Commander of the 37th Army, is still trying to effect an encircling movement in order eventually to annihilate the remaining bandits. The city magistrate of Hua-yin-hsiang has even succeeded in recovering more than 100 kidnapped men and women from the bandits' cave. — Kuo Wen.

THE REDS.

Canton Reinforcements For Swatow.

Swatow, Yesterday.

A slight improvement in the situation here is evident and the feeling of the people, following the approach of the Communists from the west, is now easier. — British Naval Wireless.

Private information received by the "China Mail" confirms the above. The political situation has

IN MANCHURIA.

Hardships Caused By the Fengpiao.

SABOTAGE THREATENED.

Chang Tso-lin Demands From Provinces.

Mukden, Mar. 21. Through the Fengpiao (Manchurian Treasury) has, for several weeks, remained pretty stable at about 27 to the silver dollar, its unpopularity has not decreased and further adjustments seem necessary before equilibrium is reached. On March 10, the Mukden Arsenal workmen are reported to have demanded to receive 70 per cent. of their wages in large dollars and only 30 per cent. in fengpiao. This demand being refused by the management, the men threatened sabotage, whereupon the management offered 66 per cent. in silver, which offer is, however, said to have been rejected by the workmen. — Goods Trade Revision.

Mukden, Mar. 21. Preliminary negotiations for the revision of the existing goods traffic agreements between the South Manchuria Railway Co., the Chinese Eastern Railway, and the Ussuri Railway have been recently opened at Harbin and are reported to be progressing favourably. The latest through freight protocol, signed in 1926, allotted 45 per cent. of the goods volume carried by the Chinese Eastern Railway to be shipped via Vladivostok and 55 per cent. via Dairen. The change in the situation brought about by the construction of several new railways, however, renders a revision of this agreement desirable for all parties concerned.

Money For Peking.

Mukden, Mar. 22. Generalissimo Chang Tso-lin is reported as having ordered the authorities of the Three Eastern Provinces to raise \$20,000,000 for remittance to Peking; Fengtien to be responsible for \$10,000,000, Kirin to contribute \$4,000,000 and Hsüeh-kang \$6,000,000. The Civil-Governor's Yamen in Fengtien has ordered the Salt Administration at Yingkow to remit their entire collections for the year, so as to be able to meet part of this demand. A new business-tax has also been imposed, the total amount payable each month now being \$6 per \$1,000 of capital, which is three times as much as before. — Reuter.

Changsha Communists.

Changsha, Yesterday. Communists and bandits are disturbing the east of Hunan province and the countryside around Changsha, which, however, is quiet. — British Naval Wireless.

(Note: Changsha is the capital of Hunan. It is on the Siang River, a tributary of the Yangtze. The south of Hunan has been overrun by Reds.)

Wireless Station.

Harbin, Mar. 24. In view of the fact that the Harbin office of the North-Eastern Wireless Station has been despatching and receiving messages to and from various countries in Europe and America since March 20, Mr. Yagi, the Japanese Consul General here, to-day lodged a protest with Mr. Tsai, Tao-ying of this District, stating that this is an encroachment on the monopoly right acquired by the Mitsui Bussan Kaisha under the Shwanghai Wireless Agreement, and demanding immediate suspension of the operation. — Toho.

Feng Yu-hsiang.

Peking, March 26. No military action has yet been reported, but intelligence from the Honan front reports that Feng Yu-hsiang is so short of rifle and ammunition that he is issuing paper cartridges to his troops. — "N. C. Daily News."

Better Conditions.

Hankow, March 20. The most convincing example experienced this year of the decided change for the better in local labour conditions is supplied by the almost simultaneous re-opening a few days ago of the plants of the British Cigarette Co. and of the International Export Co. While as yet neither organisation will function to the same extent as formerly, the re-opening of the plants, even on a limited scale, is indicative of a return to confidence on the part of the big foreign employers of labour in the port.

No Outward Indications.

Despite the fact that there are no outward indications of the long-threatened communist rising in Hankow, the authorities continue their campaign of arrests and executions. Over the week end, from Thursday, March 16, to Monday, March 20, the firing squad added another 84 to

YUNNAN AFFAIRS.

Tailifu Captured by Govt. Troops.

SAFETY OF ROADS.

Adventures Of French Legion Deserter.

[From Our Own Correspondent]

Yunnanfu, March 23. The affairs of the province are progressing satisfactorily and a great improvement has taken place.

Tailifu was captured by the Government troops on March 16. The road between Tailifu and Li-kang is reported safe, and yesterday Dr. Rock and the American ex-Consul, Mr. Hagen, left with a strong escort for Li-kang.

Mr. Chamberlain, the new American Consul, will arrive shortly to take over his duties.

Christians Attacked.

Tang San (cousin of the late Governor), who has been a thorn in the side of the Government in the west, is reported as being about to leave the province and proceed to Japan. He is now at Yung-chang, which is south-west of Tailifu, and General Chang Chung is pursuing him, and the only way he can leave the province is through Burma. It remains to be seen whether he will be able to effect his escape.

The road to Tong-chuan and Chaotung is reported safe for travelling, and the two places named are reported safe for foreign re-

WET WEEK END?

N.E. winds, fresh, overcast, some rain, is the official weather forecast until noon to-morrow.

sidence, but in spite of this, two native Christians who were sent from the capital on this same road were attacked and beaten at Yanglin, which is only a little over 20 miles from the capital.

Apart from this route, all east of Teng-yueh is reported as still in the danger zone.

New Administration.

According to an unconfirmed rumour, the provincial Government is to be re-organised on April 1, and amongst the alterations are the following:

The Bureau of Industry and Bureau of Communications are to be amalgamated, and will be called the Department of Construction, with Mr. Chang Pang-han at the head. Mr. Chang Pang-han is at present the Minister of Foreign Affairs.

The Department of Foreign Affairs is to be taken over by the present Mayor, Mr. Tsang Hwei-han.

The Tao-ying of Mengtze has been offered the post of head of the Department of Finance.

It is also reported that the three posts of Tao-ying of Teng-yueh, Pu-erh, and Meng-tze are to be abolished.

Foreign Legion Deserter.

A short time ago, several men escaped from the Foreign Legion in Tong-kin (French Indo-China). They made their way by rail to Yunnanfu, but when they had been here a few days, a few of them decided to return to Tong-kin and surrender. The rest re-

mained and the local Chinese officials helped them with funds so that they could live, until arrangements could be made for their departure.

Those who remained comprised 18 Germans, two Austrians, and one Swiss, and during their stay in the capital, is embossed.

The Watermark.

As in the \$1 notes issued at China New Year, the great point of the new issue is the watermark with Britannia's head visible on both sides and the value (numericals) under the design. The Bank's name, on the front, is embossed.

There need be no dispute about the serial letter and number. The old notes had the number in two places. The new ones have the numbers twice on the front and four times on the back.

The whole expense of the funeral was borne by the foreign community and he was given a decent burial in the Anglo-American cemetery, several of the foreign community attending, the Rev.

F. J. Dymond, of the Methodist Mission conducting the service.

The behaviour of the comrades of the deceased was exemplary, and spoke well for their feelings and discipline, they themselves digging the grave and filling it.

The remainder have now left for Canton, the balance of the subscriptions over the expenses of the funeral, being handed to them on their departure.

The capital is quiet, and people

are glad to have so able a man as General Lung Yen in charge.

[Note: General Lung Yen has

been in control of Yunnan for

several years.

of resemblance.

TWO FINISH.

Grand National Result.

TIPPERARY TIM.

Record Field Of 42; American Enthusiasm.

London, Yesterday.

The result of the Grand National was:

Tipperary Tim (100/1) ... 1
Billy Barton (83/1) ... 2
Forty two ran, a record field.

Only above two finished.

This year it was one of the most thrilling and most sensational races ever witnessed at Aintree. There was a huge cosmopolitan crowd, including the King and Queen of Afghanistan, as well as thousands of Americans, some of whom telephoned direct to America the news of the American Horse, Billy Barton, who fell at the last fence when leading, but was remounted.

At one of the obstacles two dozen horses were held up owing to loose horses dashing to and fro in front of the fence. There were no casualties. Following the Lincoln, this result was a wonderful turn-up for the bookmakers, but at least there is one happy backer in London who coupled the two winners at \$1,000 to half a crown.

In addition to sending thousands of words of description by wireless and telephone the Americans "did" the National in sumptuous style. It is estimated that no fewer than 10,000 have come over to witness the National and the boat race, many on special trips allowing only a few hours' stay in England.

The Mersey, full of luxuriously

liners, which served as hotels and

there was the new air service from Croydon with five planes,

giving a 400 miles flight in return

for £8. These left at ten in the morning and arrived back at London at 6.15.

Dutton, the rider of the winner, is a young Chester solicitor. — Reuter.

OPIUM.

INCIDENTALS OF SMOKING.

GETTING THE HABIT.

De Quincy's "Wonderful Visions" Discredited.

HOW THE ADDICT IS MADE.

[By "Li Chung-yin."]

Two Court cases this week bring the topic of opium into prominence. At the Magistracy, one of the crew of a Douglas ship was fined over \$100,000; and at the Supreme Court there has been the Lobo v. Lee Hysan libel case in connection with a petition to the Macao Government.

A Bill to amend the Dangerous Drugs Ordinance has come up before the Legislative Council, following a decision by the League of Nations at Geneva. Some of the clauses which are to strengthen the Drugs Ordinance are based on the Opium Ordinance.

It is not intended in this article to deal with the technical aspect of the opium question. Within the space permissible, it is hoped to give a little information about the lesser known incidentals of opium smoking as it is done in South China.

ROLLING A PILL.

First of all, for the benefit of and at the same hour each day non-Chinese who have heard of continuously. Those who cannot the fallacy, it should be stated, do without opium have smoked it so regularly that doing so has become a part of their system of

<p

Phone C. 22
FOR
CLASSIFIED
ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

APARTMENTS TO LET

SAVARIN HOUSE, 15 Hankow Road, next Star Theatre, Kowloon. Large airy Room, well furnished, enclosed verandah, private bath, modern sanitation, excellent cuisine. Moderate Terms. Phone K.1429.

TO LET.

TO LET.—Fully furnished, with servants for six months from 1st June, No. 191 The Peak, Mount Kellett, 5-roomed concrete house. All modern conveniences. Rain proof. Would consider let from 1st May. Apply—Hastings, Dennis & Bowley, No. 8, Des Voeux Road Central.

TO LET.—Opportunity Those Going Leave. Friend May Inspect HOUSE, Fur: H.C. E.L. Healthy Open Situation, Streatham. Ideal Children. Half Hour Trasfagar Square, Etc., Particulars—Callan, Penang, Malaya.

WANTED.

WANTED IMMEDIATELY.—A Chinese shroff, must have slight knowledge in English. A security of \$300 required. State salary wanted. Apply Box No. 540, c/o "China Mail."

FOR SALE.

FOR SALE.—One 35 h.p. twin cylinder Gas Engine, with gas producer, complete. One 25 k.w. three wire 460/230 V. D.C. generator, with switchboard complete. One 19 h.p. Gas engine, with gas producer, complete. One 10 k.w. 220 V. D.C. generator, with switchboard complete. For further particulars, address: Stout Memorial Hospital, Wuchow, Kwangsi, South China.

FOR SALE.—One brass "Hung Ming" pan of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed—"China Mail" Office, No. 3a, Wyndham St., Telephone Central 22.

HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
(Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Frodel Higher
Certificate).

LESSONS IN CHINESE.

MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates.

Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Praya East, first floor.

Terms moderate.

A REAL BARGAIN.

THE OLD ORIGINAL

CHEFOO STAMPS

UNUSED GENUINE SPECIMENS

\$2.00 per set of 6 stamps.

Cash must be sent with order to Box No. 519
c/o "China Mail"

Look Poong-Shan,
Chief Manager.
Hong Kong, 19th March, 1928.

NOTICES.

NOTICE OF REMOVAL

We have this Day removed:
OUR OFFICE: To Bank of Canton Building, 2nd Floor, Room No. 29D.
OUR AUCTION ROOM: To French Bank Building Basement.
HUGHES & HOUGH, LTD.
March 30, 1928.

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices, P. & O. Building, on MONDAY, the 2nd of April, 1928, at 11 a.m.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th of March to 2nd of April, both days inclusive.

DOUGLAS LAPRAIK & CO., General Managers.
Hong Kong, March 21, 1928.

GREY & HAWKER.

NOTICE

AS on and from the 1st April, 1928, the Undersigned will carry on in Partnership under the firm name of GREY & HAWKER the business of the Architectural Department of the Hong Kong Realty and Trust Company, Ltd.

Address: 2nd floor, Exchange Building, Des Voeux Road Central, Hong Kong.

Telephone No.: Central 4413.
Telegrams: "Greyplan," Hong Kong."

GEO. W. GREY,
Chartered Architect.
Chartered Surveyor.

J. BENTLEY HAWKER,
Hong Kong, 30th March, 1928.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

—Public Auctions—

THE Undersigned have received instructions to sell by Public Auction

ON

MONDAY, the 2nd April, 1928,
at 11 o'clock a.m.,

at Godown No. 9, The Hong Kong & Kowloon Wharf & Godown, Co., Ltd., Kowloon

(for account of the concerned)

50 Bales Printing Paper
(more or less damaged.)

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

Hong Kong, 31st March, 1928.

THE Undersigned have received instructions to sell by Public Auction

ON

THURSDAY, the 5th April, 1928,
Commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Valuable Collection of CURIOS.

Comprising:—

Old Porcelain 5-Coloured Bowls and Plates, Lacquer Vases and Screens, Blackwood Cabinet, Ivory Figures, Jade, Crystal and Bronze Articles, Chinese Hand Paintings, Lanterns, Mandarin Coats, Snuff Bottles, etc., etc.

Catalogues will be issued.

On View from Wednesday, the 4th April, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

Hong Kong, March 31, 1928.

NOTICES.

HONG KONG ENGINEERING & CONSTRUCTION, COMPANY, LIMITED.

NOTICE OF MEETING

NOTICE IS HEREBY GIVEN that the SIXTH ORDINARY YEARLY MEETING of Shareholders of the Hong Kong Engineering & Construction Company, Limited, will be held in the Offices of Messrs. Shewan, Tomes & Co., St. George's Building, Chater Road, Hong Kong, on SATURDAY, the 14th day of April, 1928, at 11.00 a.m. for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the year ended on the 31st December, 1927, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 14th April, both days inclusive.

By Order of the Board,
S. COURTNEY COOK,
Secretary.

Hong Kong, 31st March, 1928.

THE HONG KONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a further EXTRA-ORDINARY GENERAL MEETING of the Company will be held at P. & O. Building, Victoria, in the Colony of Hong Kong at 12.30 o'clock in the afternoon on MONDAY, the Second day of April, 1928, for the purpose of considering and, if thought fit, confirming the following Resolution passed as an Extraordinary Resolution on the 16th day of March, 1928 as a Special Resolution:—

"That the capital of the Company be increased from its present capital of \$8,000,000 ("Hong Kong Currency") divided into 300,000 shares of \$10 each, to \$6,000,000 ("Hong Kong Currency") divided into 600,000 shares of \$10 each and that such additional shares shall rank in all respects pari passu with the original capital of the Company."

AND NOTICE IS HEREBY FURTHER GIVEN that a further Extraordinary General Meeting of the Company will be held at the same place on MONDAY, the Second, day of April, 1928, at 12.40 o'clock in the afternoon or so soon thereafter as the above Meeting shall have terminated for the purpose of considering and, if thought fit, passing the following Resolutions, namely:—

1. "That the Directors be, and they are hereby, authorised to capitalise the sum of \$1,500,000 profits of the Company standing to the credit of the Company's Reserve Fund and to allot to the members holding shares of the Company as on the 1st day of July 1928, in respect of the net amount capitalised fully paid shares of the Company of equivalent nominal value in the proportion of one share for every two shares of the Company then held by such persons respectively and that such shares so allotted shall rank for dividends as from the 1st day of July 1928."

2. "That if, on such distribution as aforesaid, any person would be entitled to a fraction of a share, the Directors shall, in lieu of issuing fractional certificates, cause the whole share to be allotted to a person or persons to be named by the Directors and such share may, at such time as the Directors think fit, be sold and the proceeds distributed amongst the persons entitled to the fractions making up the share."

Dated the 26th day of March 1928.
By Order of the Board,
GIBB, LIVINGSTON & CO., LTD.
Agents.

THE BANK OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN

that the SEVENTEENTH ORDINARY ANNUAL GENERAL MEETING of Shareholders of the Company will be held at the Head Office, No. 6, Des Voeux Road, Central, Hong Kong, on WEDNESDAY, the 4th April, 1928, at 2.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th March, 1928, to the 4th April, 1928 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board,
LOOK POONG-SHAN,
Chief Manager.

Hong Kong, 19th March, 1928.

NOTICES.

HONG KONG & MALAYAN CHINESE INTERPORT FOOTBALL.

Hong Kong Chinese vs. Malayan Chinese.

Sunday, April 1st, 1928.
Hong Kong Football Club Ground,
Happy Valley, 4.30 p.m.

TICKETS for reserved Seats for the above game can be had at the following Associations at \$2.00 each for covered stand, \$1.00 each for uncovered stand up to Saturday noon, March 31st:
Chinese Athletic Ass'n Office—1st floor, Bank of Canton Building, Phone C.2706.

South China Athletic Ass'n—7th floor, China Building, Phone C.4696.

Hong Kong Chinese Amateur Athletic Federation.
Hong Kong, March 30, 1928.

HONG KONG FOOTBALL CLUB.

HONG KONG & MALAYAN CHINESE INTERPORT FOOTBALL.

Hong Kong Chinese vs. Malayan Chinese.

Sunday, April 1st, 1928.
Club Ground, 4.30 p.m.

MEMBERS who wish to attend this Game are requested to present their membership cards at the members' entrance for admission.

H. M. McTAVISH,
Hon. Secretary.
Hong Kong, March 30, 1928.

ST. STEPHEN'S COLLEGE.

ANNUAL SPORTS.

MONDAY, 2nd APRIL.

on

UNIVERSITY RECREATION GROUND.

Old Boys' 220 Yds. Race.

at 4.30 p.m. Post entries.

All Old Boys cordially invited.

HONG KONG BASEBALL ASSOCIATION.

THE ANNUAL MEETING of the Hong Kong Baseball Association will be held at the American Consulate General, 5.30 p.m., WEDNESDAY, April 4th, 1928.

All interested are requested to attend.

HIN WONG
Hon. Secretary.
March 27, 1928.

MACAO RACE CLUB.

DRAFT PROGRAMMES and ENTRY FORMS of the SEVENTH EXTRA RACE MEETING to be held on SUNDAY, 16th April, 1928 (WEATHER PERMITTING) can be obtained upon application to the International Race and Recreation Club of Macao, Ltd., Hong Kong Jockey Club, Causeway Bay Stables, and Roxor Advertising Co., 3rd Floor, Exchange Building, Hong Kong.

Entries will close on TUESDAY, 3rd April, 1928, at 1 p.m.

FANLING HUNT STEEPECHASES.

SATURDAY, 31st MARCH, 1928.

First Race 3 p.m.

Admission: Public Enclosure \$1.00.

Ladies Free.

Admission to Subscribers Enclosure on production of badge only. Subscribers can introduce Two Ladies Free and Two Non-members at \$6.00 Each.

Tickets obtainable from Dr. F. Pierce Grove, Alexandra Buildings.

SPECIAL TRAINS leave Kowloon 2.00 p.m. Return from Fanling 6.00 p.m. Return Fare 1st Class \$1.50, 2nd Class 90 cents.

FREE PARKING FOR MOTOR CARS.

THE BANK OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN

that the SEVENTEENTH

ORDINARY ANNUAL GENERAL

MEETING of Shareholders of the Company will be held at the Head

Office, No. 6, Des Voeux Road,

Central, Hong Kong, on WEDNESDAY,

the 4th April, 1928, at 2.30

p.m. for the purpose of receiving

the Report of the Directors together with a Statement of Ac-

counts for the year ending 31st

December, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th March, 1928, to the 4th April, 1928 (both days inclusive), during which period no

DODWELL & COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.
S.S. "BOLTON CASTLE" Sails on or about 10th April.
M.V. "TOLEDO" Sails on or about 25th April.

LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE (FIUME).
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £72.10.0.
LONDON £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.

S.S. "VENEZIA" Sails on or about 1st April.
M.V. "REMO" Sails on or about 26th April.HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE
From Hong Kong.M.V. "ROMOLO" Sails on or about 3rd April.
S.S. "VENEZIA" Sails on or about 1st May.
M.V. "REMO" Sails on or about 29th May.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.S.S. "UMONA" Sails from Calcutta 1st April.
S.S. "UMOLOSI" Sails from Calcutta 3rd April.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

Telephone Central 1030.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES,
£120, £112, £110, £102, £88, via San Francisco,
\$440, \$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU Tuesday, 3rd April.

KOREA MARU Tuesday, 17th April.

"Cal" Keeling.

LONDON via Singapore, Suez, Marseilles & Ports.

HAKONE MARU Saturday, 7th April.

SUWA MARU Saturday, 21st April.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 26th April.

BOMBAY via Singapore, Penang, & Colombo.

AWA MARU Wednesday, 11th April.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

BORUYO MARU Thursday, 19th April.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

HAKATA MARU Tuesday, 10th April.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU Sunday, 15th April.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARU Saturday, 14th April.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU Sunday, 8th April.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 20th April.

SHANGHAI, KOBE & YOKOHAMA.

WAKASA MARU (Kobe direct) Saturday, 31st March.

HAKOZAKI MARU Monday, 2nd April.

+ TOTTORI MARU (Moji direct) Monday, 2nd April.

Cargo only.

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MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles

CHENONCEAUX 10th Apr.
ATHOS II 24th Apr.
D'ARTAGNAN 8th May.
G. METZINGER 22nd May.

From Dunkirk, Antwerp, London

CAPT. FAURE (Cargo) 24th Apr.

For Shanghai, Japan and North
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CAPT. FAURE (Cargo) 24th Apr.

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SHIPPING SECTION.

FASTER SHIPS.

FOR GOTHEBORG-LONDON
TRAFFIC.

SUGGESTED INTRODUCTION

The Swedish Lloyd Shipping Company has made application to the Government for financial assistance for the improvement of steamship communication between Gothenburg and London. It is the intention of the company to construct two new passenger ships having a speed of from 16 to 16½ knots, which would cover the distance between Gothenburg and Tilbury in much less time than is now occupied by the present ships, while the new pier being built at Tilbury would make landing more convenient and the journey to London quicker.

It is calculated that the new ships would involve an expenditure of £6,000,000, of which it is suggested a sum of £3,000,000 kr. should be granted out of the Ship Loan Fund and £1,600,000 kr. would be provided by the company. It is urged that the difference of £2,000,000 kr. should be advanced also by the State in the form of another loan.

The question as to whether an improvement of Swedish communication with England is of such general and important interest to warrant not only the somewhat unusual loan conditions put forward by the company, but also to warrant the sanction of the loan of 2,000,000 crowns, is answered by Goteborgs Handelsstidning in the affirmative, which foresees an increase both in the passenger traffic and the turnover in goods as a result of the realisation of the scheme.

HAMBURG-AMERIKA LINE.

The motor liners "St. Louis" and "Milwaukee," building for the Hamburg-Amerika Line, will be ready in November, 1928, and January, 1929, respectively. They will have a loading capacity equivalent to 360,000 cubic ft. and their normal speed will be 16 knots. The accommodation is for 420 first class, 277 tourist passengers, and 430 in the third class.

Aground on Askew Spit sandbank in the Mersey, during mail week, the oil tanker "Varand" (6,000 tons) has been towed off.

AMERICAN AUSTRALIA ORIENT
LINE.

Operated by U. S. Shipping Board
By SWAYNE & HOYT, INC.
FOR SAN FRANCISCO & LOS
ANGELES.

S.S. "WEST SEQUANA" Apr. 6
S.S. "WEST CAJOUT" Apr. 18
S.S. "MONTAGUE" ... Apr. 29

For full information apply to
SWAYNE & HOYT, INC.
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General Agents

According to "The Motor Ship," the introduction of the oil engine has led to an increase in the speed of cargo vessels to an extent that is probably not generally realised. At present, whereas the average speed of cargo vessels is from 10 to 11 knots, there are 40 motor cargo ships on order specified to maintain a speed of at least 14 knots when fully laden. Of these 17 are to average 14 knots, eight 14½ knots, seven between 15 and 16 knots, whilst six are to be 16-knot ships, and two will have a mean speed of 16½ knots.

CONSIGNEES' NOTICE.

Consignees of cargo ex s.s. "Andre Lebon" are advised to send in all claims to the Agent before April 2.

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S. S.	Tons	From Hongkong About	Destination
ELAYAN	9,144	7th Apr.	Marseilles, London & Antwerp
MONGOLIA	16,504	14th Apr.	Marseilles & London
INAGORE	5,288	21st Apr.	Marseilles & London
MORE	10,053	28th Apr.	Marseilles & London
TAJORE	6,282	7th May	Marseilles, London, Antwerp & Hull
KASHGAR	9,016	14th May	Straits, Colombo, Bombay & Karachi
MAIWA	5,334	21st May	Bombay, Marseilles & London
INAGORE	10,090	28th May	Marseilles & London
TALIPORE	5,219	4th June	Straits, Colombo & Bombay
DELTA	8,097	11th June	Marseilles, London, Antwerp & Hull
INOVARA	8,090	18th June	Marseilles & London
RANPUJA	16,601	25th June	Bombay, Marseilles & London
KHYBER	9,114	2nd July	Marseilles, London, Antwerp & Hull
INANKIN	7,058	9th July	Marseilles & London
RAWALPINDI	16,619	16th July	Bombay, Marseilles & London
KASHMIR	8,095	23rd July	Marseilles, London & Antwerp
RAJPUTANA	15,568	30th July	Bombay, Marseilles & London
KALYAN	9,144	1st Sept.	Marseilles, London & Antwerp

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SANTHIA	7,754	11th Apr.	Singapore, Penang & Calcutta.
TAKADA	6,049	24th Apr.	Singapore, Penang & Calcutta.

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EASTERN & AUSTRALIAN SAILINGS (South)

APAFURA	6,000	4th May	Manila, Sandakan, Thursday Island,
TANDA	6,056	1st June	Townsville, Brisbane, Sydney,
ST. ALBANS	4,500	29th June	Melbourne.

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The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

ARAFURA	6,000	2nd Apr.	Moji, Kobe & Yokohama.
TALAMBA	8,018	11th Apr.	Amoy, Shai, Moji, Kobe & Osaka.
KASHIAR	9,005	18th Apr.	Shai, Moji, Kobe & Yokohama.
JEYPORE	5,118	25th Apr.	Shai, Moji, Kobe & Yokohama.
HATIPARO	7,114	21st May	Shai, Moji & Osaka.
KIDDERPORE	6,214	28th May	Shanghai, Moji & Kobe
MALWA	10,086	4th June	Shai, Moji, Kobe & Yokohama.
TALMA	10,000	3rd July	Amoy, Shai, Moji, Kobe & Osaka.
ALIPORE	5,273	10th July	Moji, Kobe & Yokohama.
TANRA	6,956	17th July	Moji, Kobe, Osaka & Yokohama.
ARAFURA	6,989	24th July	Shai, Moji, Kobe & Yokohama.
DUTTA	8,037	31st July	Shai, Moji, Kobe & Yokohama.
BANDURA	16,001	25th August	Shai, Moji, Kobe & Yokohama.
INANKIN	7,058	5th June	Shai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	12th June	Moji, Kobe, Osaka & Yokohama.
KHYBER	9,114	19th June	Shai, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	26th June	Shai, Moji, Kobe & Yokohama.
NEILLORE	6,853	3rd July	Shai, Moji, Kobe & Yokohama.
KASHMIR	8,985	10th July	Shai, Moji, Kobe & Yokohama.
ARAFURA	6,000	17th July	Moji, Kobe, Osaka & Yokohama.
RAJPUTANA	15,568	24th July	Shai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

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Passengers for Rangoon must defray their own hotel expenses at Singapore while awaiting the on-carrying steamer.

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S.S. "CITY OF DUNKIRK" Via Suez Canal 20th Apr.

S.S. "CITY OF EASTBOURNE" Via Suez Canal 18th May.

S.S. "CITY OF NEWCASTLE" Via Suez Canal 15th June.

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FRANCE'S NEED.

QUESTION OF NEW TONNAGE.

FOREIGN COMPETITION.

Speaking to a representative of the Paris journal "L'Information," in reference to the bill for the creation of a maritime credit, which is about to be laid on the table of the Chamber of Deputies, M. Dal Piaz, chairman of the Council of Administration of the Compagnie Generale Trans-Atlantique, made some interesting observations concerning the present situation of the French Merchant Marine, a subject on which he is fully qualified to speak. The building of commercial tonnage in France has slackened down in what M. Dal Piaz describes as a "disquieting fashion," in the last two years, and the object of the maritime credit bill is to encourage and facilitate the construction of more merchant ships.

Asked if he thought that the French Merchant Marine was in a position to meet the competition of foreign flags, M. Dal Piaz replied: "Yes, certainly, in the matter of quality. As to quantity, however, that is quite a different thing. But it is only a question of time, so long as public opinion supports the Government in the course which it now seems determined to take.

A Regrettable Exception.

"The big French navigation companies are fighting in a satisfactory and often an advantageous manner on all the great oceanic routes, with the exception, perhaps, of the South American lines—an exception which is all the more regrettable because the sympathies upon which we can count in the South American republics would assure us of very valuable opportunities for our commercial expansion. In this respect, however, one may anticipate an early improvement after the passing by the Chamber of the new convention with the Compagnie Sub-Atlantique, according to the terms of which that company can order the two passenger liners of 2,000 tons each which are indispensable to enable it to ensure a satisfactory service on a route where the competition is particularly severe and where the foreign companies have vied with each other in initiative in a special degree during the last few years.

"On the routes to North America and the Far and Near East," M. Dal Piaz continued, "some new ships have been taken into operation. The latest of these, the "Ile de France," of 42,050 tons, is the only large passenger liner that has been entirely planned and constructed since the war, that is to say, for 12 years. The building of the "Ile de France" was a daring work, the realisation of which in such a troubled economic situation as ours was a veritable tour de force. The liners "Paris," of 36,500 tons, built in 1921, and "De Grasse," 18,000 tons, built in 1924, are also in the New York service."

Growth Since The War.

In regard to the growth of the French Merchant Marine since the war, M. Dal Piaz pointed out that in 1914 it had a total measurement of 2,500,000 tons—including about 400,000 tons of sailing ships—and that it had grown to 3,450,000 tons, with only a very small amount of sailing tonnage, in 1927. "This increase of nearly a million tons," said M. Dal Piaz, "and the replacement of sailing ships by steamers, which yield better results, are all the more remarkable when it is remembered how severely our Merchant Marine was tried by the war, in which it lost about a million tons, and that it was also necessary to replace a very considerable tonnage of old ships. Our shipowners have, by their own unaided efforts, acquired more than a million tons of new ships, in spite of the enormous prices charged by the shipbuilders immediately after the war."

Asked if this effort, admirable as it might be, could be regarded as sufficient in view of what had been done by other maritime nations, M. Dal Piaz replied: "Let there be no illusions on this point. Our country may be surpassed in the very near future by the German commercial fleet, which, starting from nil in 1920, has now attained 3,300,000 tons. The Italian Merchant Marine has also made considerable progress these last few years and has reached a total of 3,400,000 tons."

The Man in the Street.

"It is, however, pleasing to find that our merchant navy is taking an increasingly important part in our foreign commerce. The percentage of the French flag has passed from 22 per cent. of the imports (weight) in 1918, to 35 per cent. in 1927, and from 59 per cent. of the exports to 65 per cent. abroad. Italy last year devoted to that purpose no less a sum than 150,000,000 lire. That is an example worth thinking about."

SUNK LONG AGO.

WATER TO BE PUMPED FROM LAKE OF NEMI.

ROMAN SHIPS.

Rome.—The Roman vessels lying at the bottom of the Lake of Nemi are at last to be brought to light. Their existence is no longer a matter of speculation and a commission was formed in April last year to study the various projects for salvaging the ships, the expense of the undertaking, and the chances of success. The report of this commission was taken up by five engineering, electrical, and hydraulic firms, who on January 3 offered their services free of cost to the Italian government in order to bring the first of these ships to light. The offer has been accepted and the work is to begin immediately.

An electrical firm of Milan, in conjunction with the Ansaldi Motor Company and the gas and electric companies of Rome and of the Campagna, are to supply the necessary equipment for 200 electric pumps that will force the water from the lake into the outlet which was originally constructed by Roman engineers in the second century A. D. and which leads by a tunnel to the plain of Ariccia, and ultimately to the sea.

The probable precarious condition of the ships will make it impossible to lift them out of the lake; it has even been feared that they might suffer if the lake were drained too rapidly, and therefore the work is to proceed gradually. The fall in the water is estimated to attain 1.25 meters to 1.50 meters for every thirty days' pumping. If the work is successful, the first ship should be visible within six months from the time when the pumps get working. Many Discussions.

The salvaging of these two ships has been awaited for many years with the keenest interest, more especially as the draining of the lake may reveal other Roman remains of villas and temples that are known to have been built on its shores. The ships themselves have been the subject of discussion for some five centuries. Francesco Marchi, a celebrated architect and military engineer of the sixteenth century went down into the lake and reported the existence of the two ships.

For many years the theory was discredited until more attempts were made to reach the ships, and some ornaments and statues were salvaged which now stand in the National Museum in Rome. Caesar, asserts that Caesar, after having built a villa on the Lake of Nemi at enormous expense, had the whole destroyed because it did not suit his taste. For this reason it was for a long time believed that the wood and iron work at the

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At 9.15 p.m.	
FRI., 6TH.	The Sensational Comedy With a London Setting. "THREE LIVE GHOSTS"
At 9.15 p.m.	
SAT., 7TH.	The Delightfully Amusing Farce. "HER WEDDING NIGHT"
At 9.15 p.m.	
SUN., 8TH.	A Revival of the World Famous Farce Comedy. "CHARLEY'S AUNT".
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At 9.15 p.m.	
MON., 9TH.	FAREWELL PERFORMANCE. "THE FAMILY UPSTAIRS".
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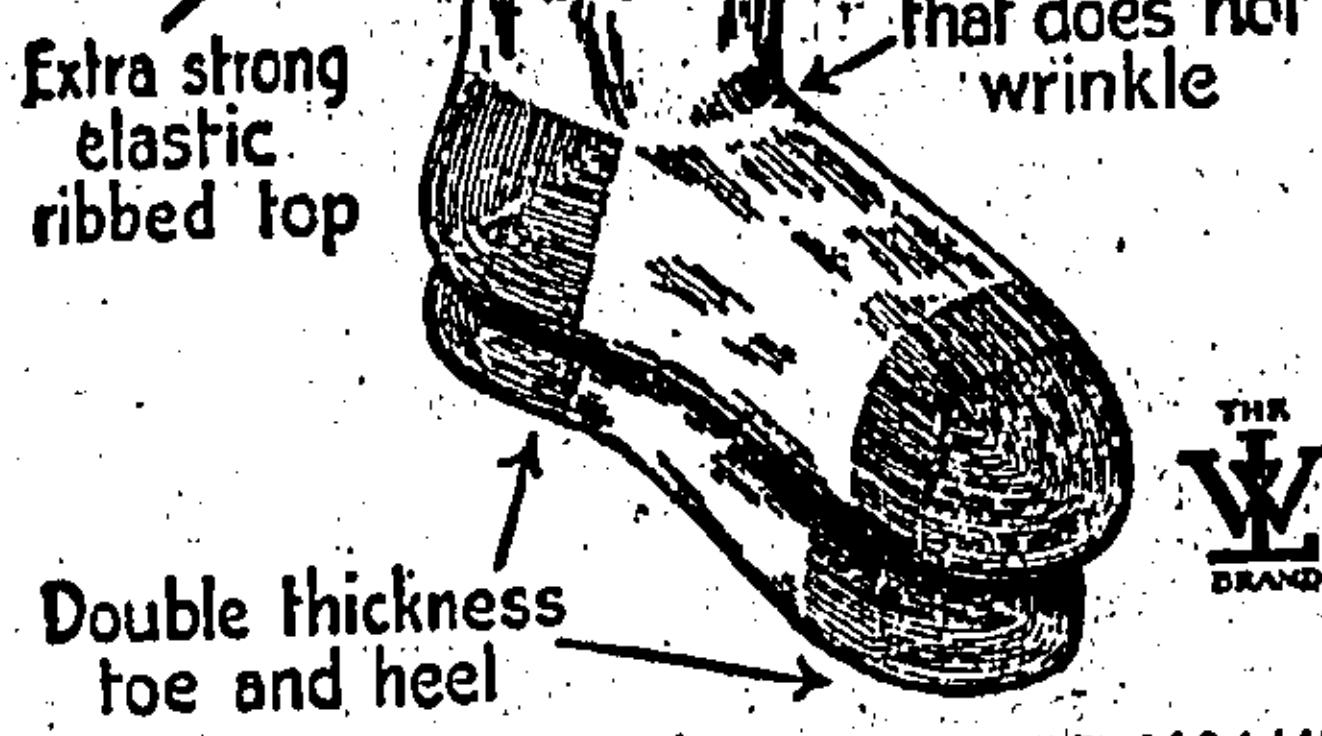


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SEAMLESS ARTIFICIAL SILK SOCK

Knit-to-fit ankle
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PRICE

\$1.00

pair.

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that Mr. Baldwin is satisfied with his conduct of affairs and that he will remain as Secretary of State for India.

The China Exhibition organised in Kowloon under the auspices of St. Andrew's Church has not been graced by the kindest of weather but that has not prevented the majority of Kowloon residents and many from Hong Kong from visiting the grounds in which are demonstrated the secrets of Chinese craftsmanship together with viewings of some fine specimens of Chinese art and other perhaps more mundane attractions. It is often stated of we who live in Colonies, Treaty Ports or settlements that we are too prone to conduct the tenor of our ways as if we were in a "homestay" town without regard to the thoughts and manner of living of the thousands around us of another race on whose goodwill depends our commercial existence. With many, such latitude may be unconscious. It often needs the penetration of a stranger to bring home to us faults to which we may be blind. The Bishop of London, for instance, in the course of an address at the City Hall, pleaded for a greater interest on the part of British residents in Hong Kong in the life and welfare of the teeming millions around us. It may not be much we can do individually but if, inspired by the insight into some phases of Chinese life afforded at the China exhibition, we make it our part to familiarise ourselves more thoroughly with Chinese life and thought in general, it will constitute in the aggregate a considerable factor in the improved relationships which are now manifesting themselves as between foreigners and Chinese.

LOCAL WEDDING.

MR. G. S. RODGER & MISS
G. M. RAMSAY.

YESTERDAY'S CEREMONY.

The wedding took place at Union Church, Hong Kong, yesterday, of Miss Gladys Mary Ramsay, daughter of Mr. J. M. Ramsay, N.I.N.A., Superintendent Shipbuilder of Kowloon Dock and Mrs. Ramsay; and George Sinclair Rodger, of the Hong Kong Tramways Ltd., son of Mr. John Rodger, late of the China Sugar Refinery, (now of Crief) and the late Mrs. Rodger.

The Rev. J. Kirk Macauley officiated and Mr. G. E. Longyear was at the organ.

The bride, who was given away by her father, was charmingly attired in a French model dress of ivory georgette and silver lace, heavily beaded and trimmed with orange blossom and white heather. Her veil was of Honiton lace. She carried a sheaf of lilies decorated with a net bouquet.

Mrs Doris Puncheon was bride-maid and Miss Margaret Bell was flower-girl. The former wore a dress of apple green, frilled georgette with uneven hemline, beige hat and shoes to match, and the latter a dress of embroidered white organdie, with pink underslip, trimmed with forget-me-nots. The bridemaid carried a bouquet of pink roses and the flower girl a basket of pink roses.

The bride's mother was attired in a French model dress in rust red georgette embroidered in black and white and dotted with black jets, with black and white satin model hat to match.

Mr. W. A. Thorpe was best man and Messrs. J. V. Ramsey and A. R. Kinross were groomsmen.

After the ceremony, many friends of the young couple were entertained at a reception at the Hong Kong Hotel, following which the bride and bridegroom left for Repulse Bay. Mr. and Mrs. Rodger left to-day for England by the s.s. "Mantis," the bride's going away dress being a French model of cerise georgette with shaded velvet border and hat to match.

Mr. Hin Shing-lo, instructed by Messrs. Lee and Russ, argued that there is no such power and he contends that Marshal Li Chai-sum, who signed the requisition, was not a party to the treaty under which the extradition powers were laid down. The Magistrate had had three opportunities when he should have discharged the prisoners, conceded Counsel, firstly, when asked to issue the warrant. (Counsel claimed that the men were then in custody.)

Mr. H. S. Fidow appears for the Crown.

MAUDLIN MAUNDERINGS.

[By The "Mail's" Madman.]

The Hall of the Hong Kong Pictorial Association was filled to overflowing on Friday night when Mr. John Dory, the famous shark-tamer, delivered a learned address on Goldfish. Goldfish, the lecturer said, if properly hardened before one can remain unaffected by the close proximity of humming fish in a typhoony atmosphere, our readers will easily realise the olfactory tortures endured by the sensitive denizens of that delectable isle. The proposed tunnel would put an end to such an undesirable state of affairs and Hong Kong's many fish-eaters would also benefit. Moreover, in the winter months when the wind is in the North-East and those voyaging from Cheung Chau to Hong Kong are inhaling the ozone, there often comes wafted from certain craft in Gin Drinker's Bay odours a thousand times more obnoxious than that given out by high fish. Then the fisherman of Cheung Chau declare that since Hong Kong became so well served with motor roads Aberdeen has taken pride of place and robbed their island of its pristine pictorial pre-eminence. A tunnel would even things up and enable the Cheung Chau fishermen to compete with their Ap Li Chau rivals and probably lower the price of fish in Hong Kong. From a strategic point of view the building of a tunnel has also much to commend it: think what a handy hiding place it would be during an aerial attack. Yes, compared with the benefits that would accrue the cost would be a mere bagatelle.

Quite a stir has been created in the devotees of the Darwinians, Lamarckians, Mendelian, Rationalists, and other ultra moderns while joy and jubilation reign in orthodox circles on account of the amazing discovery of a petrified man in the loess of Mongolia. Now the literal believers of the O.T. are throwing up their heads, making big cheeks, and saying: "We told you so," what time their opponents are tongue-tied. Although the expression "you old fossil" is frequently used as a term of endearment, yet in reality, fossilised specimens of Homo Sapiens are extremely rare. We once thought we saw one in the Garden of the Gods in Colorado, but were afterwards told that what we had paid money to see was a fake, a clever piece of sculpture and camouflage. But, we are informed, the Mongolian find is genuine: What is causing so much speculation in the rival camps (dejection in the sceptic ranks and rapture in the orthodox ones) is the remarkable fact that whereas the fossil is perfect in every detail, even to the toenails, there is no sign whatever of an umbilicus. This, the Orthodoxies declare, proves that the fossil is the petrified remains of Adam. At the same time it verifies the story of the Noachian Deluge as well as the theory of the great tidal wave which followed that catastrophe. It must now be obvious even to the most hardened scoffer and cynical sceptic that the flood and tidal wave between them wrought great havoc in the necropolis of Shinar, whither Adam migrated after being expelled from Eden, and carried the body of our first ancestor to Mongolia where it has been miraculously preserved, a silent but eloquent witness to the preservative powers of loess and petrification. Very wonderful too is the result of some dissection carried on in the abdominal region of the fossil, for in the appendix, metamorphosed indeed into stone but as plain as the nose on your face, is the pip of an apple, doubtless from the one Eve persuaded him to taste. This, besides settling for ever the fallacy of evolution, proves too interesting things: one that Adam probably died of appendicitis and the other the antiquity and significance of the phrase "to give one the pip."

The following books have been received and will shortly be reviewed:

"The Optimistic Punters," by O. Weall Alwyn.

"The Modern Wife," by N. Everett Home.

"The Angler's Catch," by Howie Will Bragg.

"The Breath of Suspicion," by Alfie Seed.

"Chinese Chow," by Ure Shursty Akenhead.

"St. Patrick's Dinner," by Michael C. Double.

"The Wondering Maid," by Willie Askew.

"The Man from Fife," by Alfie Seed.

"The Incriminating Document," by Wat Jim Burnett.

"Glimpses the Matriarchs," by Ferri L. Austin.

"Come to Breakfast," by Eric A. Bacon.

"At Ancot," by Horace Mann.

THE "INSTITUTE."

ENGINEERS & SHIPBUILDERS' FUNCTION.

ANNUAL DINNER.

Much enthusiasm was shown last night at the annual dinner of the Institution of Engineers and Shipbuilders of Hong Kong, when an excellent repast, to quote Mr. Roger C. Tredwell (United States Consul-General) was enjoyed.

A large number were present, including a good many notable guests. The whole of the eastern (or "new") wing was tastefully laid out for the occasion, with the Institute's house-flag reproduced in colours high up in the centre, picked out in electric lights. The catering was by Messrs. Lane, Crawford, Ltd.

A fitting tribute — that they had in a real sense made Hong Kong what it is — was paid by H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), who was present as the Institute's Honorary President.

Some of the Guests.

Mr. W. J. Hill (the President) was in the chair, and in addition to His Excellency, there were present Commodore J. L. Pearson, Eng. Capt. E. E. Bartlett, Commander J. B. Newill (acting Harbour Master), Hon. Mr. H. T. Cressey (Director of Public Works), Mr. R. C. Tredwell, Colonel J. S. Bostock, Hon. Mr. J. Owen Hughes, Mr. W. W. Hornell, Mr. R. Sutherland, Mr. N. S. Brown, Capt. A. J. L. Whyte, Capt. B. R. Forster, Mr. J. C. John, Mr. W. P. Massey, Mr. D. Templeton, Capt. C. B. Riggs, Mr. T. W. H. Hosgood, and Mr. J. H. Little. Others present included Mr. W. J. Stokes and Mr. R. Hunter (Vice-Presidents), Mr. R. M. Dyer, Mr. S. Baker, Mr. J. Ormiston, Mr. K. E. Greig, Professor C. A. Middleton Smith, Mr. W. Russell, Mr. G. J. Harman (Past Presidents), Mr. L. C. F. Relkamp, Mr. G. F. Taylor, Mr. T. F. Bradford, Mr. W. S. Bailey (members of the Committee) and Mr. A. Lansdell (Hon. Secretary).

President's Speech.

After the loyal toast, Mr. Hill proposed the toast of "Our Honorary President" and delivered the following speech:—

Your Excellency and Gentlemen: I feel it a very great honour to have the privilege of welcoming you here to-night. Speaking from this chair at our last annual dinner, Mr. Ormiston remarked that although the first year in our new premises had resulted in a loss on the year's working, this loss was mainly due to abnormal expenditure and he ventured the opinion that the end of this, our second financial year, would see our income balance our expenditure.

As we all know times and conditions are still far from normal and not a great deal better than those obtaining last year, and consequently we still have a large number of absent members who, of course, contribute nothing to the exchequer. Out of a total of 632 members we have 263 on the absent members' list.

Contributions to Charity.

In spite of this we have in no way curtailed our contributions to various charitable organisations at Home and in Hong Kong, and I am pleased to say that we show a credit balance on the year's working. (Applause).

To accomplish this has meant strict attention to detail on the part of the managing committee and on the part of the honorary secretary and honorary treasurer. (Applause). All our service is honorary service; and on behalf of the members I take the opportunity of thanking the gentlemen who have carried on so well.

To the younger members of the Institution I would say that it is time for some of them to take the first opportunity of going on the managing committee and gaining the experience of carrying out a job which, if done thoroughly, is no sinecure.

As Old as the Colony.

We can accommodate more members and I hope that before this time next year many of those gentlemen in the Colony who are eligible for full membership will have joined us.

The engineering and shipbuilding industry in Hong Kong is nearly as old as the Colony itself, that great concern, the Hong Kong and Whampoa Dock Co., having been formed as far back as 1866, and prior to that there was a dock at Aberdeen — I mean the local Aberdeen. (Laughter). Messrs. Bailey & Co. have been established about thirty years and the great yards of the Taikoo Dockyard and Engineering Co. have been working for twenty years. All these establishments turn out work of the highest class, and the first and last-named are fully equipped to build and engine vessels of very great tonnage and to carry out repair and salvage work of any kind.

Big Salvage Job.

As an illustration this year has seen the completion in Hong Kong of one of the biggest salvage jobs on record, an undertaking which called for both new work and repair work for no small amount of courage and initiative. I refer to the salvaging of the s.s. "Tjelboet," a vessel owned by the Java-China-Japan Linen, whose fine steamers are regular visitors at this port. (Prolonged Applause).

The vessel is 420 feet long with a breadth of 54 feet and a net tonnage of about 6,000 tons. In April of last year she went ashore on Linting island. Salvage was undertaken by the Tai-koo Dock and Engineering Co. who worked in close collaboration with the owners' representatives and Lloyd's surveyor. Patching and pumping proved abortive owing to the heavy pounding of the vessel on the rocks and to avoid a total loss it was decided to cut the hull in two and save the major part containing the engines and boilers, the oxygen-acetylene flame and dynamite being used.

Hard and Dangerous Work.

The cut was made just forward of the bridge and the after part towed to Hong Kong, docked and repaired and moored in the harbour whilst a new fore end was built and launched. The old and new parts were then docked, and the building in and joining up completed. The vessel was then re-classed 100 A1 at Lloyd's and is again in commission. This is a very brief outline of a very big job as engineers and shipbuilders will appreciate. It involved hard and dangerous work at the wreck and careful calculations for ballasting, etc., to ensure stability in the dismembered parts.

Fourth Time in History.

I think I am right in saying that this is only the fourth time in the history of shipbuilding that such a job has been carried out and the first time that the same concern has done both the salvage and the reconstruction.

Shipbuilders all the world over need have no hesitation in entrusting their work to the Hong Kong yards, and in spite of boycotts and temporary setbacks I think that this Colony will be for many years to come a very active little member of that greatest of all democracies, the British Empire. (Hear, hear).

The large number of engineers and shipbuilders engaged in industry here justifies the opinion that this Institution should not lack members.

Literary Efforts.

During the past year we have had two papers read: — (1) "Urban and Suburban Transport" by Mr. L. C. F. Bellamy, M.C., M.I.E.E.; (2) "Gas — its Distribution and Uses," by Mr. A. Hevey of the Hong Kong & China Gas Co.

Another paper has been prepared by Mr. McQueen of the Royal College of Naval Constructors but unfortunately he has been absent from the Colony and his paper will not be read until some future date.

On behalf of the members I thank these gentlemen for the trouble to which they have gone to prepare these papers and thus giving us the benefits of their technical knowledge and practical experience.

Here—and at Home.

Before leaving this subject I have a few remarks to pass. In a comparatively small place like Hong Kong it is not possible to conduct an Institution of this nature exactly on the lines of the great Institutions in Britain, such as the Civils, the Mechanicals and the Electricals, to mention only three. There you have the foremost men in the various branches of the engineering profession and the greatest technical brains in Britain. The membership is very great and there is always some one to read a paper on a subject in which he has specialised and there are always plenty to form an audience.

In Hong Kong we have to combine a technical side and social side and I earnestly ask the members not to let the technical side be overshadowed by the social side.

Encourage Others.

We must encourage members and others to prepare and read papers. To do this members in general, and ordinary members in particular must make it a point to attend when a paper is being read.

When a man devotes his time and his brains to the preparation of a paper to be read before the members of this Institution I consider it the duty of every ordinary member present in the Colony to attend the reading.

In this respect the past year has been a little disappointing. But to be disappointed is not to be discouraged. A disappointed engineer is an every day occurrence but a discouraged engineer is a nuisance, and I feel sure that in the coming year members will support the literary council, some by reading papers and others by seeing that there is a full attendance at the readings.

SOCIAL ACTIVITIES.

The social side of the Institution has been well looked after and in addition to our usual billiard handicaps we held several evening dances. Not being a chess player I cannot say whether chess is regarded as a social game or not but a few enthusiasts have formed a chess section and started a tournament. Judging by the silence and the prolonged pauses between moves I gather that the best traditions of the game are being maintained.

To you, Sir, I tender our respectful thanks for the interest which you take in this Institution and for again honouring us with your presence.

Gentlemen, I call upon you to rise and I give you the toast "Our Honorary President."

The toast was cordially honoured.

H.E.'s Reply.

In reply, His Excellency said:— It is a great pleasure to me to be once again the guest of the Institution of Engineers and Shipbuilders of Hong Kong and I am proud to be the Honorary President of this Institution.

The greatness of Hong Kong depends first and foremost upon its shipping. Therefore, the debt which this Colony owes to shipbuilders is well nigh incalculable. Moreover the configuration of Hong Kong and Kowloon is such that, but for the work of engineers, the fine towns which now exist on both sides of the harbour could never have been brought into being.

Engineers and shipbuilders are in a very real sense the men who have made this Colony, and I am glad to have this opportunity of saluting them. (Applause.)

Autura Well.

It is very encouraging to hear from you, Mr. Chairman, that notwithstanding the fact that this Institution now occupies new premises, and notwithstanding the abnormal expenditure thereby incurred, and although about 41 per cent. of your members are absent owing to the hard times now being experienced in the Far East, nevertheless this Institution has fully maintained its charitable contributions both at home and in Hong Kong and shows a credit on the year's work. (Hear, hear and Applause).

This record reflects great credit on the Management Committee and augurs well for the years to come.

Better Times.

I hope with all my heart that we are now on the eve of better trading conditions in South China and that the trials and tribulations of the past will soon be forgotten in the prosperity and promise of the future. (Applause).

I thank you, gentlemen, very much for the way in which you have received the toast of my health and I assure you that I appreciate the compliment very highly. I hope you will now all join with me in drinking to the success and welfare of the Institution of Engineers and Shipbuilders of Hong Kong. (Applause).

Mr. J. Ormiston.

Mr. J. Ormiston, immediate Past President, expressed the hope that the guests, whom he had the honour to welcome, would feel, when they had to leave, that they would like to come back. He proposed the toast of "Our Visitors" coupling with it the name of Mr. R. C. Tredwell.

Mr. R. C. Tredwell.

Mr. Tredwell was warmly received on rising to reply. His speech was distinguished by wit and eloquence and was heartily applauded.

After referring to Noah as the first shipping company promoter, starting a limited company when the whole world was in liquidation, Mr. Tredwell expressed regret at the inability of Admiral Bristol to attend. Admiral Bristol, he emphasised, was an ambassador of peace. In conclusion, he gave the toast of "The Hosts."

Musical Programme.

The musical programme was much enjoyed, those contributing being Mr. T. G. Patterson, Mr. L. A. Jeeves, Mr. R. M. Keown, Mr. W. S. Bailey and Mr. E. J. Edwards (accompanist).

LADY ROBBED.

A NATHAN-ROAD INCIDENT.

A theft has been reported to the Police by Mrs. Stoker, residing at 236, Nathan-road, Kowloon, that while walking along Nathan-road at 7.30 in the evening yesterday two small Chinese boys came up from behind and snatched a purse containing \$10 and a bunch of keys from her hand, and made off. One of the culprits was caught by a gentleman, but the other with the purse made his escape.

In this respect the past year has been a little disappointing. But to be disappointed is not to be discouraged. A disappointed engineer is an every day occurrence but a discouraged engineer is a nuisance, and I feel sure that in the coming year members will support the literary council, some by reading papers and others by seeing that there is a full attendance at the readings.

When a barge collided with an oil tanker in the river at Reven a few weeks ago the barge sank immediately, keel first. Two of the crew were drowned and three stones of new St. Stephen's bldg. by

NAVAL INQUIRY.

TWO NEW CHARGES FRAMED.

WARD ROOM INCIDENT.

Gibraltar, Yesterday. The fresh charges against Comdr. Daniel are "Thirdly:—At a subsequent date he was guilty of an act to the prejudice of good order and discipline by reading publicly in the ward room of the "Royal Oak" certain remarks subversive to Naval discipline.

Fourthly:—At a subsequent date he was guilty of an act to the prejudice of good order and discipline by reading publicly in the ward room of the "Royal Oak" certain remarks and criticisms on the conduct and orders of his superior officer, Rear Admiral Collard, calculated to bring the latter in contempt."

The charges against Capt. Dewar are unaltered. — Reuter.

New Witnesses.

A list of new witnesses and a summary of the new evidence and amended charges was communicated to Commander Daniel in the small hours of the morning, to enable him to consider if the amendment necessitated a postponement of the trial.

U. S. & HOLLAND.

DRAFT ARBITRATION TREATY.

Washington, Yesterday. The State Department has submitted to Holland the draft of an arbitration treaty similar to that concluded with France. — Reuter.

CINEMA NOTES.

"THE UNKNOWN" AT QUEEN'S THEATRE.

Local cinema-goers have their last opportunity to-day of seeing Lon Chaney in his latest mystery picture, "The Unknown," which is the current attraction at the Queen's Theatre. Lon Chaney impersonates a sinister freak of a Spanish circus while directing a gang of criminals on the outside. Through the tale of mystery runs a delicate romance, in which his love for a beautiful dancer transforms him, and leads to the astonishing sacrifice that marks the dramatic climax of the story. The cast includes Norman Kerry, Jon Crawford and Nick de Ruiz. Miss Chee Toy, the charming Chinese singer, appears at all performances again to-day.

WORLD AND STAR.

Other pictures being shown for the last time to-day are, "Orphans of the Storm" at the World Theatre, and "The Runaway" at the Star Theatre. D. W. Griffith produced "Orphans of the Storm," a story of the French revolution, with Lillian and Dorothy Gish in the leading roles.

"The Runaway" is a thrilling story of the Kentucky mountains with a little New York movie actress hiding from justice and causing a tremendous conflict between two mountain clans. Clara Bow plays the leading role, and included in the strong supporting cast are George Bancroft, Warner Baxter and William Powell.

Lammerts' Auction.

April 1 — Interport Football Matches: Hong Kong Chinese vs. Malayan Chinese H.K.F.C. Ground Happy Valley, 4.30 p.m.

April 2 — St. Stephen's College annual sports, University ground, Pokfulam-rd.

April 2 — Annual Sports of St. Stephen's College, University Recreation Ground; Old Boys' 220 yds. Race at 4.30 p.m.

April 1, 14, 21 — Fanling Hunt Steeplechase, Sheung Shui station, 3 a.m.; 245 p.m.; respectively.

April 4, 18 — Steeplechase meeting, Mr. Souza's bungalow, 2.45 p.m.

April 7 & 9 — Third extra race meeting of the H.K. Jockey Club, Happy Valley.

April 8, 29 — Fanling Hunt meet at Mai Po village, 7 a.m.

April 11 — Fanling Hunt, Hunter's Arms, 2.45 p.m.

April 15 — Seventh extra race meeting of the International Race & Recreation Club of Macao, Ltd.

April 22 — Steeplechase Meeting at Mr. Pott's bungalow, 7 a.m.

April 28 — Steeplechase Race Meeting at Kwanti.

Lammerts' Auction.

April 2 — At No. 9 Godown, the H.K. & K. Wharf & Godown, Co. Ltd., Kowloon, 50-holes printing paper, 11 a.m.

April 5 — At Sales Room, a valuable collection of curios, 2.30 p.m.

Meetings.

April 2 — Annual meeting of Douglas Steamship Co., P. & O. Bldg., 11 a.m.

April 2 — Extraordinary general meeting of the Hong Kong Electric Co., Ltd., at P. & O. Building, 12.30 p.m.

April 4 — Seventeenth annual meeting of shareholders of the Bank of Canton, Ltd., 6, Des Voeux-rd., Cl., 2.30 p.m.

April 11 — Third annual meeting of Hong Kong Telephone Co., Ltd., at Exchange-bldg., Des Voeux-rd., Cl., (2nd floor) noon.

April 12 — Annual meeting of the Hong Kong & Shanghai Hotels, Ltd., at Exchange-bldg., Des Voeux-rd., Cl., noon.

April 13 — Yearly meeting of shareholders of the Hong Kong Realty & Trust Co., Ltd., Exchange-bldg., noon.

April 2 — Extraordinary general meeting of the Hong Kong Engineering & Construction Co., Ltd., St. George's-bldg., 11 a.m.

April 20 — Annual meeting of members of the Victoria Recreation Club at V.R.C., 6 p.m.

Miscellaneous.

To-day — Lenten Mission in Cathays Cathedral; sermon by Rev. G. Byrne, S.J. Subjects: 1. "The world without Religion." Text: "Act. X, 38." 6 p.m.</p

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WYNDHAM STREET

LOCAL AND GENERAL SOCIAL AND PERSONAL.

Mr. Jonathan Plumridge has been
for fifty years an organist at High
Wycombe.

At Richmond, Surrey, the poor-
rate has come down by 1½d. to 1s
5½d. in the pound.

After fifty years as schoolmaster
in Wigan coalfield, Mr. William
Blight, of Shewington, has retired.

Miss G. Owen, National Secretary
of the Y.W.C.A. of Malaya, is pay-
ing an official visit to Kuala
Lumpur.

According to the Chinese papers,
the Municipality of Greater Shang-
hai has forbidden workers to
demand strike pay.

The engagement is announced of
Mr. W. F. Brown of Sepang, and
Milly, daughter of Mr. H. C. Taylor
of Kuala Lumpur.

Count D. de Martel, the French
Minister to China, will leave for
Paris on April 5, says a telegram to
the Chinese press.

Dr. A. R. Wellington, Chief
Health Officer, F.M.C., has been
admitted to the European Hos-
pital, Kuala Lumpur.

Mr. F. E. Wilkinson, of H. M.
Consular service, accompanied by
Mrs. Wilkinson, sailed on the
"Karmala" for Home.

Bearing the names of the
honorary freemen of the borough,
a panel is to be placed in Richmond
Council Chamber, Surrey.

Shanghai Nationalist Chinese
officials have forbidden the people
to burn candles and paper money
during the Chingming festival.

The National Anti-Opium As-
sociation of China announces that
the fifth annual opium week will be
from October 1 to 7 this year.

A wooden building containing
four additional class rooms and
cloak room at the Central British
School, Kowloon, is contemplated.

Dr. A. R. Wellington, Chief
Health Officer, F.M.C., was admitted
as a patient to the European
Hospital, Kuala Lumpur, last week.

Rates for the second quarter of
1928 are payable by April 30.
Proceedings will be taken against
those failing to pay before May 31.

Two swans have been given by
the Vintners' Company to the
Conservators of Wimbledon and
Putney Commons for the Queens-
mere.

Mr. Hsueh Tu-pei, the new Na-
tionalist Minister of Interior, has
ordered his staff to wear only cotton
clothes cut on the "Sun Yat-sen
style."

Mrs. Thomson, widow of Mr.
Trevyelton Thomson, late M.P. for
Middlesbrough West, is not to
contest the seat at the coming by-
election.

A telegram to the Chinese press
states that Mr. J. V. A. MacMurray
has left Chungking on his return to
Shanghai and he is expected there
this week.

It will be necessary to build an
approach road 16 feet wide and
about 300 yards long for the new
Tung Wah (East) Hospital, the
site of which is at Sookumboo.

The municipal theatre of Saint
Etienne, known as the Theatre
Massenet, was destroyed by a fire,
which is attributed to a short cir-
cuit. No casualties were reported.

Canada still has a war pension
list of 63,026, involving an expen-
sive in the last fiscal year of
47,774,371 dollars (about \$9,554,
000). Of this total 7,250 pension-
ers reside in Great Britain.

By twenty-seven votes to
eighteen the First Chamber of the
Dutch States General, has passed
the bill providing for the amalgam-
ation of the Departments of War
and of the Navy into a Department
of Defence.

On the occasion of the tenth
anniversary of Lithuanian in-
dependence, cordial telegrams of
congratulations and thanks were
exchanged between Sir Alistair
Chamberlain and M. Voldemaras,
the Lithuanian President.

A landlady has shifted the old
old Town Hall of Idstein, in Ger-
many, about 5m. down the hill on
which it stands, and threatens to
demolish it altogether. All the
officials have, consequently, been
transferred to other quarters.

At the Spinet House, the old
established tobacco and cigarette
factory of Messrs. R. and J. Hill
Ltd., G. Cole and T. Harrison were
recently presented with gold
watches and chains suitably engraved
service with the company.

Mrs. H. S. Honigsberg has re-
turned to Shanghai from the United
States.

Wong Lam has been appointed
a Forest Officer in succession to
Lam Ping, dismissed.

Dr. Robert F. Fitch, President
of the Hangchow Christian College,
is in Shanghai for a few days.

Reports from Peking state that
negotiations for the Sino-Afghan
treaty are proceeding satisfactorily.

There were 68 deaths, and only
28 births at Richmond, Surrey,
during January.

Mrs. Anne Stobart, aged 100
years, has died at South Shields.
Her grandmother lived to the age
of 103.

No applications have been receiv-
ed by Winslow, Bucks, Council for
new houses offered at 9s. 3d. a
week rent.

Dr. A. N. Kingsbury, Director of
the Institute of Medical Research,
has gone on short visit to
Singapore.

"Professionalism in Sport" was
the subject of a debate, opened by
one of the prisoners, at Strangeways
Gaol, Manchester.

Walworth Guardians have decided
on "more modern and less bulky"
clothing for women and children at
Swaffield-road Institution.

In disturbances during the
Polish general election campaign
in last week altogether ten people
were injured and nineteen arrests
were made.

Fined £6 2s. at Kingston for
unjust scales, a Surbiton shopkeeper
had said, "A boy gave me a bad
sixpence, and I am trying to get it
back again."

Seventy-six years of age, Mr.
Tom Gallard, of Combe-in-Teign-
head, has been sixty-eight years
employed by the same firm of
contractors.

Construction of a retaining wall
at the Queen's College (new) site
at Sookumboo will be put in hand
shortly, according to an indication
in the "Gazette."

For running buses through
Windlesham, Surrey, without L.C.C.
licences, the Thames Valley
Traction Company, Reading, had to
pay £14 at Chertsey.

Messrs. Hughes & Hough, Ltd.
have removed, the Office to the Bank
of Canton Building (2nd floor)
and the auction room to French
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has purchased two buildings near
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where Byron was married, was
opened as a sanatorium on Feb.
25.

An order of the Ministry of the
Interior prohibits the entry into
Jugo-Slavia and the circulation of
a book on the Balkans by the Italian
journalist Italo Zingarelli, who
resides in Belgrade.

For police work on the patrol
path between Ta-ku-ling and Lin-
ma-hang, New Territory, it is pro-
posed to construct a frontier block-
house in concrete with all neces-
sary contingent works.

During the Easter vacation
(April 6 to 12 inclusive), the
Supreme Court offices will be open
from 10 a.m. to 1 p.m., except on
public and general holidays when
the offices will be entirely closed.

Advance booking is now open in
the lobby of the Queen's Theatre
for the dress circle during the
entire season of "Flesh and the
Devil," the big film which begins
a run of five days at the Queen's
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Canada benefited indirectly from
Colonel Lindbergh's trans-Atlantic
flight to the extent of an additional
sale of 10,000 tons of newsprint to
provide for the extra editions pub-
lished on the flight in the United
States.

In Germany last year twenty-
eight Shakespeare plays were
staged, there being 117 perfor-
mances in Berlin and sixty-six in
Hamburg. "Twelfth Night" was
the most popular play, followed
by "The Taming of the Shrew."

Under the Societies Ordinance
1920, the "Kl. Tuk Kau Wai Siu
Nin Tuen" has, according to the
Government Gazette, been de-
clared an unlawful society. The
name, as rendered in Chinese, in-
cludes a Christian institution of

Mr. C. J. Collins, postmaster of
Wigan, has retired after forty-four
years' work.

There were 68 deaths, and only
28 births at Richmond, Surrey,
during January.

Mrs. Anne Stobart, aged 100
years, has died at South Shields.
Her grandmother lived to the age
of 103.

No applications have been receiv-
ed by Winslow, Bucks, Council for
new houses offered at 9s. 3d. a
week rent.

Dr. A. N. Kingsbury, Director of
the Institute of Medical Research,
has gone on short visit to
Singapore.

"Professionalism in Sport" was
the subject of a debate, opened by
one of the prisoners, at Strangeways
Gaol, Manchester.

Walworth Guardians have decided
on "more modern and less bulky"
clothing for women and children at
Swaffield-road Institution.

In disturbances during the
Polish general election campaign
in last week altogether ten people
were injured and nineteen arrests
were made.

Fined £6 2s. at Kingston for
unjust scales, a Surbiton shopkeeper
had said, "A boy gave me a bad
sixpence, and I am trying to get it
back again."

Seventy-six years of age, Mr.
Tom Gallard, of Combe-in-Teign-
head, has been sixty-eight years
employed by the same firm of
contractors.

Construction of a retaining wall
at the Queen's College (new) site
at Sookumboo will be put in hand
shortly, according to an indication
in the "Gazette."

For running buses through
Windlesham, Surrey, without L.C.C.
licences, the Thames Valley
Traction Company, Reading, had to
pay £14 at Chertsey.

Messrs. Hughes & Hough, Ltd.
have removed, the Office to the Bank
of Canton Building (2nd floor)
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A WEEK'S PAPERS
IN ONE

"OVERLAND CHINA MAIL"

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

Several events this week are bound to increase the demand for the "Overland China Mail." Many copies are



F.A. CUP TICKETS.

PUBLIC BLAMED FOR GANG PROFITEERING.

£2 FOR 5/- SEATS.

Profiteering in football Cup-tie seats can no more be stopped than can profiteering in concert, lawn tennis, or any other tickets giving the right of admission to any popular event."

This is the conclusion reached by football authorities of all grades as the result of their efforts to stamp out the profiteering in tickets.

Outside the ground at the Arsenal v. Aston Villa match, 5s. seats were sold for as much as £2 each and 10s. seats for £2 10s.—and no one could stop the vendors carrying on their lucrative business.

Officials Helpless.

Mr. F. J. Wall, the veteran secretary of the F.A., declared that he himself saw what was going on at Highbury, "but," he said, "what could the officials do? Nothing at all. I am satisfied that every reasonable and humanly possible step is being taken by football clubs to stamp out this profiteering. If it were a legal offence they would very soon put a stop to it. As it is no more than morally wrong officials can only do their best and minimise it as much as possible."

"So far as we are concerned, we issue no tickets at our offices for the Cup Final, and Wembley does not accept personal application for tickets. It must be done by letter. The whole correspondence is carefully sifted by a special committee to eliminate applications which are suspected not to be from bona fide spectators. But how can they be sure of stopping it altogether?"

Ridiculous Prices.

Mr. H. J. Chapman, manager of the Arsenal, blames the public.

"There is only one absolute remedy," he declared, "and that is for the public to refuse to buy at the ridiculous prices asked. We are doing our best. These people who sell the tickets outside are highly organised. They do not write in their own names. It is difficult to detect them all among the applicants. They are making a business of it, and it lies with the public to stop it. It is wicked to give 25s. for a seat."

25s. Note Clue.

Another Arsenal official told the "Evening Standard" that when the letters of application were opened, there were 200 registered letters among them. These included three from different parts of London, in different handwriting, and in different names. Each contained one £5 note asking for twenty 5s. seats.

It was noticed that the notes bore consecutive numbers. They were returned by registered post to the senders instead of tickets.

At the Cup tie game with Everton the profiteering gang showed initiative in buying tickets from the visiting team, Everton. This fact was discovered when on the day of the match the profiteering organisation were selling tickets of a particular colour which had been supplied to Everton only!

R.H.K.G.C.

STARTING TIMES FOR TO-MORROW.

FANLING OLD COURSE.

Royal Hong Kong Golf Club starting times on the old course at Fanling to-morrow are as follows:

9.24 a.m.	X. Gordon, R. E. Green-
9.28 ..	R. A. Green, M. G. Mills.
9.32 ..	H. U. Ireland, J. Thayer.
9.36 ..	H. Spicer, M. H. Ivy.
9.40 ..	W. A. Weight, H. A. Mills.
9.44 ..	N. H. Proctor, J. H. Raikes.
9.48 ..	A. W. Hay Edie, O. E. C. Marston.
9.52 ..	A. R. Cox, J. H. Bottomley.
9.56 ..	A. H. Ferguson, D. G. Bruce.
10.00 ..	G. E. Ellams, C. P. Ross.
10.04 ..	D. M. Goodall, A. Morley.
10.08 ..	E. Lissaman, A. B. Purves.
10.12 ..	J. Cameron, D. J. Gilmore.
10.16 ..	D. J. Valentine, W. K. Duncombe.
10.20 ..	E. C. Frederick, S. A. Arthur.
10.24 ..	A. B. Stewart, G. Murray.
10.28 ..	J. S. Dykes, W. C. Clark.
10.32 ..	D. J. Iacon, E. A. Simon.
10.36 ..	A. B. Raworth, L. R. Andrews.
10.40 ..	A. W. Hedges, S. C. Feltham.
10.44 ..	A. Lench, A. D. Humphreys.
10.48 ..	E. Davidson, G. Davidson.
10.52 ..	J. H. M. Andrew, F. H. Swaine.
10.56 ..	F. A. Redmond, E. Des Voeux.
11.00 ..	H. Rogers, B. P. MacMahon.
11.04 ..	H. D. C. Hull, F. G. Bowles.

The Hon. Mr. W. H. Thorne has been elected President of the Ipoh Golf Club.

The following will represent the University 1st XI (senior league champions) in a cricket match against "the Rest" to-day at Pokfulam:—C. W. Lum, (captain), Rev. E. K. Quick, Dr. D. Laing, W. Hong Sling, S. V. Gittins, J. Barron, A. P. Gutierrez, F. I. Zimmerman, E. A. Lee, N. P. Karanji, A. T. Lee.

H.M.S. "Cumberland" and the 2nd Batt. King's Own Scottish Borderers met in a team boxing match at Murray Barracks last night. The cruiser won four bouts (each of three rounds, Imperial Services conditions) and the soldiers three. The remaining three were abandoned on account of rain. Prizes were presented to the winners by Lt.-Col. L. J. Comyn, C.M.G., D.S.O., officer commanding the 2nd Kossbys.

CIVILIANS v. NAVY.

ANYONE CAN PLAY SOCCER AT HOME. THE GROUND IS ALWAYS WET AND SOFT. FOOTBALLERS LAST MUCH LONGER HENCE THE

OLD MEN PLAYING FOR THE VARIOUS LEAGUE TEAMS.

THE GOALIES WERE CERTAINLY THE BEST OFF, WHEN THEIR FEET GOT TIRED THEY COULD HANG ON TO THE CROSS BAR.

SPEAKING TO ONE OF THE PLAYERS AFTER THE MATCH HE SAID THE GAME WAS LIKE

TRY A SITTING POSITION.

PLAYING A SWISS TEAM AT SOCCER IN THE ALPS.

How the Civilians accounted for the Royal Navy in the opening match of the Lai Wah Cup last Saturday.

K.B.G.C. MEETING.

OFFICERS ELECTED FOR THIS YEAR.

SEAFARING MEMBERS.

Mr. B. Wylie proposed at yesterday's annual meeting of the Kowloon Bowling Green Club that seafaring members of the Club be limited to the ratio of one in three, and that their membership fee of \$3 per half year be raised to \$5. The meeting decided to refer the proposals to extraordinary meetings to be convened.

Mr. D. Keith was elected a life member.

The past year's activities, as dealt with in the annual report recently published, were reviewed by Mr. C. Bond (President). Officers for this year were elected as follows:

President, Mr. B. Wylie; Vice-President, Mr. D. F. Warren; Hon. Secretary, Mr. R. Lapley; Hon. Treasurer, Mr. E. F. Thompson; General Committee: Messrs. D. Gow, H. Nish, L. Guy, W. Russell, D. Keith, R. Duncan, T. Ferguson; Ballot Committee: Capt. B. R. Branch; Messrs. E. W. L. Hogbin, D. Harvey, P. T. Farrell, C. Atkins, J. T. Dobbie.

IS IT LUCK?

ENGLAND'S VICTORIES AT RUGGER.

Our Rugger matches against Wales and Ireland in the last two years provide an extraordinary similarity in figures. Wales have been beaten twice, by 11 points to 9 in 1927, and by 10—8 this year; Ireland lost last year by 8 points to 5, and ran England to a single point, 7—6 this time.

That is to say, we have won four International matches by an aggregate margin of seven points, says a London writer in mail week.

There is always an element of luck about the result of a match when there is less than the value of a try between the scores. How many tries are scored, or not scored, solely by reason of the bounce of the ball; and, of course, one must consider the cases of accidental infringements which the referee is unable to see. No one can doubt that, though in no particular instance perhaps have we been noticeably lucky to win, we have been lucky to get home so narrowly on all four occasions.

Closed since the war, Greenwich Park railway station is being made into a billiard hall.

On their Mess tables on Thursday night, the Warders defeated the Royal Engineers in a return billiards match by 228 points. The teams were:—Warders Noonan, Randle, Johnston, Gooding, Hodge, Collins. R.E.'s: Oborne, Bevan, Royal, Roberts, Girvan, Pycock.

According to the monthly circular issued by the St. Peter's Church Young Men's Club, the first annual marathon race will be run off on Saturday, April 21 at 3 p.m. sharp. Competitors are requested to be at the Club house by 2.30 p.m. The race is open to the Colony and there is also a team competition in connection with the race.

CHINESE ART.

KOWLOON EXHIBITION SUCCESS CONTINUES.

LADY CLEMENTI'S VISIT.

The Committee responsible for the Exhibition had earned the gratitude of the whole community in enabling them to become better acquainted with the manners and customs of those amongst whom they lived and of which, to many of them, so little was known at present, said the Hon. Mr. J. Owen Hughes, in opening the China Exhibition at St. Andrew's Church grounds yesterday.

There was a large attendance at the Exhibition and there is every evidence that the object of the promoters of the scheme is being attained in interesting residents in phases of Chinese life with which many have hitherto been unacquainted.

Lady Clementi visited the Exhibition yesterday.

In the course of his opening remarks, Mr. Owen Hughes referred in particular to the arrangements for the exposition of Chinese Craftsmanship. It was unfortunately true that Chinese craftsmanship and workmanship had steadily deteriorated, certainly within the time that he had been resident in the Colony. Time was when if work was given to a Chinese carpenter or painter, such work was invariably well done. Such, unfortunately, was not the case to-day. Mr. Owen Hughes said he made an exception of the Chinese mechanic and engineer who was known throughout the world as being possibly without a superior. This was due to the excellent training in local dockyards and electrical plants. He appealed for support for the Chinese youth, for facilities in the form of better technical training, and hoped the Government would give some encouragement in this connection.

Dr. S. W. Tso also spoke of the need for greater understanding between the Chinese and foreigners and said that any attempt to dissipate misunderstanding was a noble work which might bring in its train immense possibilities in the future for co-operation among nations towards the common good. The promoters of the Exhibition were to be heartily congratulated for staging the Exhibition, especially when it followed so closely in the wake of the recent rapprochement between Hong Kong and Canton.

WESTERN MEDICINE.

GREATER APPRECIATION BY CHINESE.

TUNG WAH HOSPITAL REPORT.

The annual report of the Tung Wah Hospital, submitted to H.E. the Governor by Mr. Li Ho-tung, the Chairman, states that during 1927 the total admissions to the hospital were 9,726, including 433 patients who were admitted in the previous year and still in the hospital at the beginning of the year. During this year 4,560 came under Western treatment and 4,933 under native treatment. About 8 per cent entered private wards and paid their own expenses; and the rest were treated and supplied with free medicine and food by the hospital.

In the maternity wards there were 1,526 labour cases. The number was greatly increased perhaps due to the fact that more people appreciate the Western treatment in maternity and prefer to go to hospital where more proper care is taken.

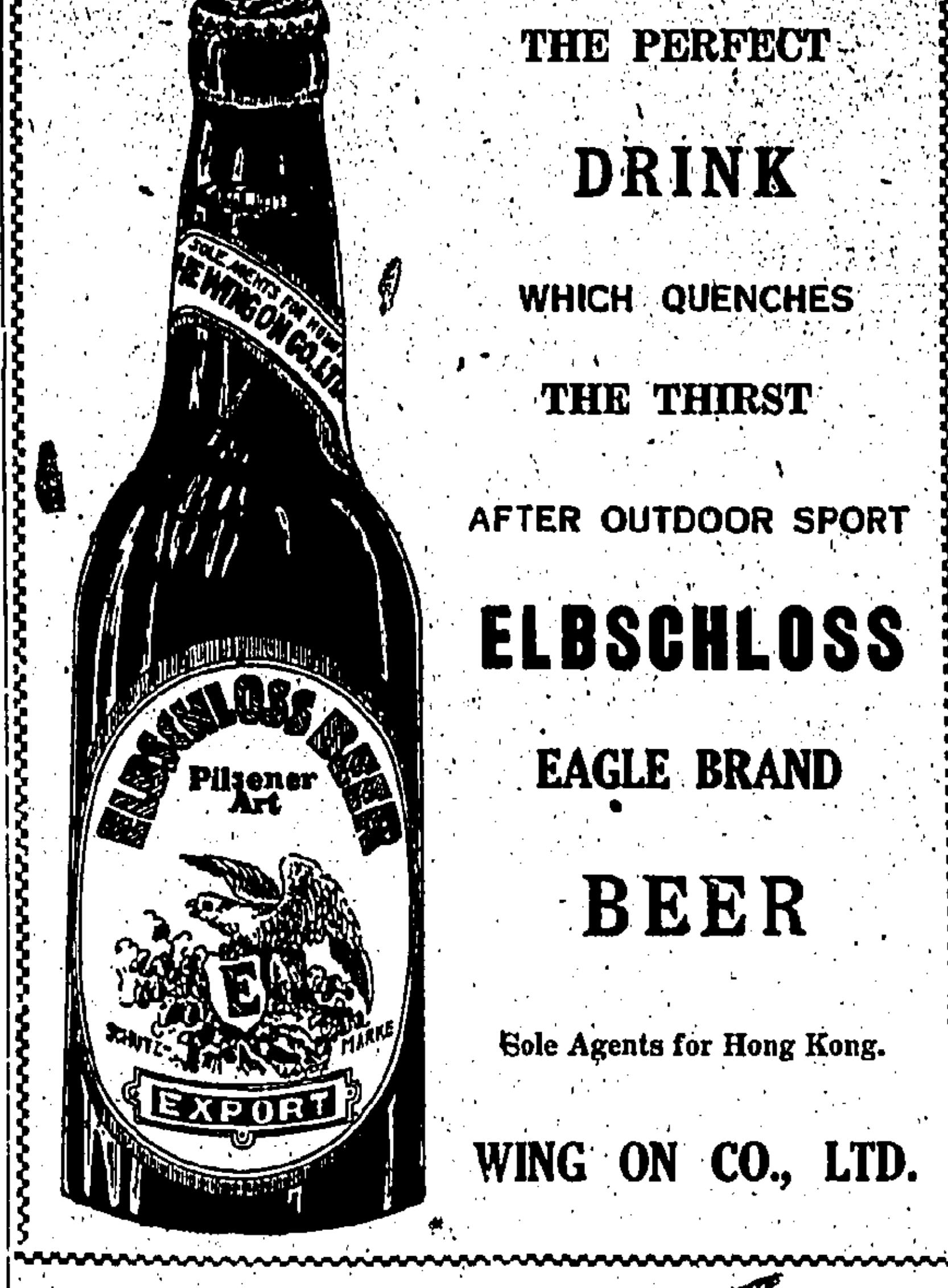
The number of free vaccinations in the year was 2,776.

There were 196,203 out-patients. Free medicine was supplied to those who wanted it. We thank the Government for the contribution of \$5,000 for two years (1925-1926) and the promise of \$2,500 annually for defraying the expenses of medicine. We understand that the Government has established a Central Dispensary from which the hospital can purchase medicine at wholesale price. Thus, the hospital can reduce some of its expenses on medicine. The number of persons who came for Western treatment was 48,228 while the number who came for native treatment was 146,975. We have employed three full-time doctors and propose to equip a suitable place for treating outpatients by Western methods.

During the year we have given 5,611 free coffins and burials, 3,781 of which were given to the Government Civil Government and the Mortuary. We thank the Government for granting \$10,000 annually for defraying part of the expenses of coffins.

The number of bodies brought in dead during the year was 1,512. 492 destitutes were sent back to their native home at the expenses of the hospital.

THE PERFECT DRINK WHICH QUENCHES THE THIRST AFTER OUTDOOR SPORT.



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Sole Agents for Hong Kong.

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EXCHANGE TO-DAY'S QUOTATIONS.

ON London.

Bank wire 2/- 7/8
Bank on demand 2/- 8/10
Bank 30 day's sight 2/- 8/10
Bank 4 months' sight 2/- 8/10
Credit 4 months' sight 2/1/4
sight 2/1/4

ON Paris.

On demand 1247 1/4

Credits, 4 months' sight 1322 1/4

ON Berlin.

On demand 1247 1/4

ON New York.

On demand 49 1/2

Credits 60 days' sight 50 1/2

ON Bombay.

Wire 134 1/2

On demand 134 1/2

ON Calcutta.

Wire 134 1/2

On demand 134 1/2

ON Singapore.

On demand 87

ON Manilla.

On demand 98 1/2

ON Shanghai.

On demand 73 1/2

30 day's sight (private paper) 73 1/2

ON Yokohama.

On demand 102 1/2

Gold Leaf, 100 fine (per tael) 100

Sovereigns (Bank's buying rate) 9.60

Silver (per oz.) 26 1/2

Bar Silver in Hong Kong 26 1/2

Kang 3% prem.

Chinese Copper Cash nom.

Chinese Copper Cents 6% prem.

Rate of Native Inter-

est 7% p.a.

Chinese Sub. Coin 31 1/2 dis.

Hong Kong Sub. Coin Par.

LONDON EXCHANGES.

London, Yesterday.

Paris 124

New York 4.88 3/82

Brussels 34.97

Gene

Bargains in Rain Coats!

For Gentlemen \$6.50 up
For Ladies \$9.00 up
For Children \$5.75 up

Also Special Offer in Gents' & Ladies' Umbrellas.

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CHING IU NAM
Manager.

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New Season. Preserved Ginger.
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THE GLOBE FOOK CHEONG
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Engineers and Shipbuilders,
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New Work & Repairs.
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and Booksellers.
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First Class
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THE HONG KONG OPTICAL CO.
Phone 2292.
53, Queen's Road Central.

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THE CHINA MAIL," General
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Publishers and Bookbinders.
3a, Wyndham Street. Tel. C. 22.

Ship Chandlers.

E. HING & CO.,
25, Wing Wo St. Tel. C. 1116.
Metal Merchants and Shippers.
Managing Director.

THE WORLD OF BOOKS

DOCTOR JOHNSON.

WHAT HE WOULD THINK TO-DAY.

Devout Johnsonians generally confine their worship of the many-sided John Bull of Letters in the eighteenth century to his purely literary works. Yet by his rare knowledge of the science and manufactures of his day, his interest in aviation, his prescience of gas lighting, &c., he was the forerunner of writers like Jules Verne and H. G. Wells. In those then unpopular subjects, he towered above all his contemporaries, as monumental as Mont Pilatus, and as lonely as Keats's "Peak in Darien."

Arkwright's Praise.

Sir Richard Arkwright, long popular as the original, sole inventor of cotton spinning, said Johnson was the only person who, on a first view, understood the principle of the complicated process.

Had he been present Johnson would certainly have replied with characteristic emphasis: "Your mechanism, sir, wears the gold lace and cocked hat of improvement, sir. Its principle was invented by my friends, John Wyatt and Lewis Paul, 40 years ago, sir. I saw another India in it, sir, and did my best to make it go, sir." Annoying to the knight of the "Water Frame," but modestly true in fact; for their machine was the first actual, practical attempt at spinning by rollers ever made. Arkwright adopted its principle.

Wyatt, who also invented the weighing machine and ball bearings, was a carpenter at Wrexford, Lichfield, and Johnson's mother was related by marriage to his family.

Paul, a Huguenot by descent and an inventor of standing, had misspent his paternal fortune in gay life, and gossip gave him a bad name. About 1730 Johnson began his literary career in Birmingham by translating for Thomas Warren, the bookseller and publisher. There he often met the inventors, and doubtless heard much about their new "kymcraze" of importance."

The Shock-absorber.

When patented, in 1738, Paul exploited it in London; while Wyatt haunted Spitalfields for improvements. Johnson was then in regular but obscure employment as a hack for Edward Cave, founder and publisher of the "Gentleman's Magazine," at St. John's Gate, Clerkenwell. Cave and Dr. Robert James, of Fever Powder fame, subscribed large sums, both seeing in spinning by rollers a new and greater "El Dorado" than Sir Walter Raleigh found in Guiana. "Floating such a radical invention in a non-technical age and place entailed long and vexatious delays. Licences were granted, but the grantees were so ignorant they could not learn to use the machines. By 1741 Warren was all but bankrupt; Cave and James were clamouring for some return for their money, and Johnson was "shock-absorber" between them. In the first of his eleven letters to the latter he says: "Dr. James presses me with great warmth to remind you of your promise. This you know, sir, I have some right to insist upon, by my assiduity in expediting the agreement between you." After this bit of pure Jonesism, "he that desires only to do right, can oblige nobody by acting; and must offend every man that expects favours," he suggests at length "the most eligible method of determining this vexatious affair."

Unpopular Spindles.

Probably through Johnson's efforts the trouble was accommodated, as his next letter is dated 1765. At Christmas, omens of disaster were in the sky, and Johnson was very ill with a cough that made him "faint under its convulsions," being bled three times and losing fifty-four ounces. "If you can spare a bed," he proposes, "I will pass a week at your house; and I know you will let me live my own way." We fancy the sage

found Paul a reviving host, and as lively and entertaining as Richard Savage and other starving pensioners of the taverns. The crisis came in 1766, when Cave proceeded against Paul, and Johnson went into the breach once more. "I believe I can favour you," runs his confident pen, "and will endeavour it." He is thinking of Hitch (a proprietor of the Dictionary), and will have him sounded by a third hand, "who might lend money upon spindles," but he warns Paul that at the Gate "spindles are there in very little credit."

The inventor is recommended to use his skill "in these transactions" in finding a proper lender, "for my friends have not much money," and the writer was then in difficulties himself. He then shows to Cave for Paul to copy.

Always Friendly.

The next letter is the most characteristic of all. "I would not have it thought that if I sometimes transgress the rules of civility, I would violate the laws of friendship." He had been hindered from calling; "but if by coming I could have been of any considerable use, would not have been hindered."

To another appeal he replies, plainly: "You will think I forget you, but my boy (Francis Barber) is run away, and I know not whom to send."

Cave now seized Paul's goods and stock. The pith of Johnson's reply to the news is in his certainty that it was not done with the "privilege" of David Henry, an Aberdonian, Cave's partner. "He has no interest in it, and he is too wise to do ill without intent," a neat, typical cut at the Scot. Cave next made a sale, and out of goods valued at eighty pounds sold, Johnson reports, "only a fire-shovel for four shillings." Thus, extinguished by the drayman's hammer at that inauspicious figure, ended great invention, the principle of which was destined within a century to make Lancashire the wealthiest county in the world.

BONNIE MARY.

Mary is a happy little person. Her vocabulary consists of one syllable "hough," but her inflection is subtle and she says much with the one word. Cherry Kearton, lecturer and student of animals, is very fond of Mary, and takes her with him on some of his lecturing tours. She is a "chimpanzee." With a naive simplicity which is in itself attractive, Mary's protector tells all about her, her intelligence, her endearing ways, the funny situations into which she gets herself, and her explorations in the civilised world of her adoption. On one occasion Mary followed a strange man into the sea on an English beach. She was scared of the waves, but the attraction overcame her fear. She followed the man and insisted on kissing his toes and dancing with him. The explanation is that the strange man had hairy legs, uncommonly hairy for an Englishman and, Mary had an eye for beauty.

"(My Happy Chimpanzee)." By Cherry Kearton. London, Arrowsmith.

PAMPERING THE WORKERS.

The theme of Mr. J. K. Pulling's latest story is socialism in industry. Foresters' works are run on strange lines, the rich owner being something of a dreamer, and, without knowing it, something of a despot also. He finds a model village, with all sorts of rules and regulations, in which the workers live apart from the world as though they were on another planet. The result is seen in their loss of initiative, the development of a tendency to lean, and a general weakening of character. A despot also.

The late Mrs. H. G. Wells was like her husband, a writer, and a collected volume of what she wrote is to be published by Chatto & Wells as "The Book of Catherine Wells." Mr. Harry Preston, who is so well known in the world of sport, has, with Mr. Patrick Thompson, been writing his reminiscences taken straight out of the columns of a newspaper add a morbid sort of interest to the story.

"(Forrester)." By J. K. Pulling, of Charles Stuart Parnell is being issued by Benn in a popular edition.

HER TRAGIC LOVER.

Mr. Martin Armstrong, in such novels as "The Puppet Show" and "The Goat and Compasses," has shown that he is an earnest writer who goes beyond the mere job of telling a yarn. He aims at making his folk real, and certainly in this, his latest story, the tale of a stepmother's tragic love for her stepson, he makes them so, and shows the workings of a woman's heart with truth and sympathy.

Obviously there can be no happy ending to such a story, but to those readers who are not continually demanding fictional sugar this touch of bitter will command itself as a thoughtful novel well above the average.

"(The Stepson)." By Martin Armstrong. London, Cape.

THE BLIND DETECTIVE.

Max Carrados, the blind detective, who can read a newspaper with his sensitive fingers, is known to Mr. Ernest Bramah's readers, and here is a collection of stories in which his uncanny faculty of putting facts together and reading folks' thoughts are exercised in a number of astounding directions. The book is an interesting chronicle of a fictional detective, and a good deal above the average of such literary efforts.

"(Max Carrados Mystery)." By Ernest Bramah; London, Hodder and Stoughton; Sydney, Dymock's.

THE INCREDIBLE EAST.

"He knew that on earth anything may happen, especially in China." Prefacing her latest story with these words, Louise Jordan Miln used them as her excuse for a somewhat incredible life history of a Chinese bandit. So Wing loved the woman who became his stepmother. He was indifferent to his father, and would have killed him without a qualm, but a finer opportunity to save the life of his half-brother—a wee baby thing that fell into a lake in the carelessness way they have in China—gave him the finest moment of his life. He saved the baby and cut his thigh on a rock, and then sank in giving him back to the woman he loved.

"(In a Yun-Nan Courtyard)." By Louise Jordan Miln; London, Hodder and Stoughton; Sydney, Angus and Robertson.

"IT."

What is "it"? Lots of people have asked the question. It is something intangible, call it charm, fascination, art. It is probably art—the art of dressing to attract—the art of the vamp. Those who have any doubts as to the definition of "it" need have them no longer. It is all explained in a series of stories by an expert on the subject. One of these tales has been filmed. It is wretched tosh, but a million or so people prefer tosh because it makes no undue demands upon their intellects.

"(It)." By Elinor Glyn; London, Duckworth.

A biography of the Marquis of Reading, written by Mr. C. J. C. Street, is forthcoming with Mr. Geoffrey Bles.

The late Mrs. H. G. Wells was a despot also. He finds a model village, with all sorts of rules and regulations, in which the workers live apart from the world as though they were on another planet. The result is seen in their loss of initiative, the development of a tendency to lean, and a general weakening of character. A despot also.

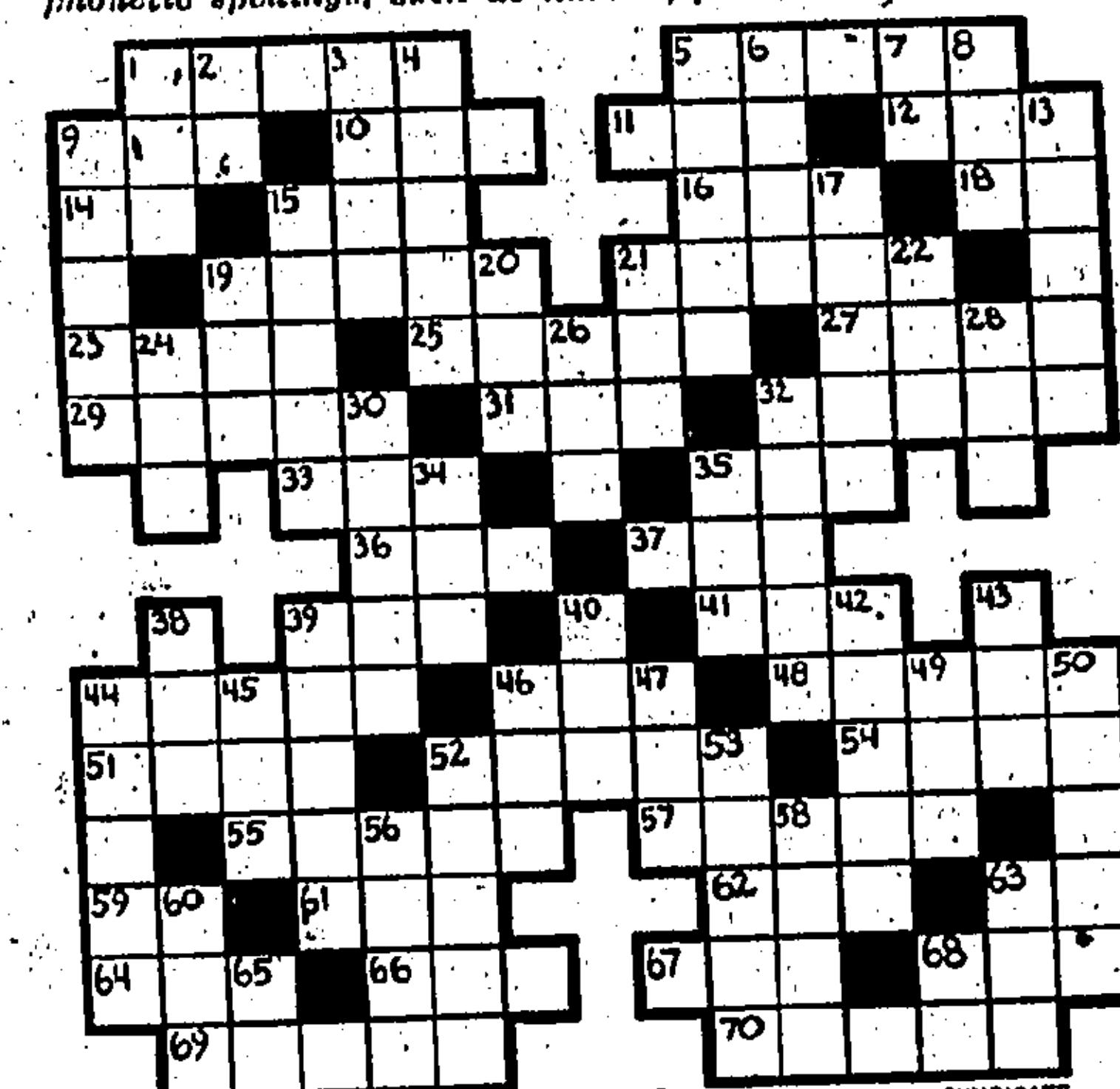
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"(Forrester)." By J. K. Pulling, of Charles Stuart Parnell is being issued by Benn in a popular edition.

—J. M.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



© THE INTERNATIONAL SYNDICATE.

HORIZONTAL (Cont.)		VERTICAL (Cont.)	
1-A small piece of anything	51-A ridge of rocks near surface of water	20-Uppermost extremity	82-Antipode
5-A harbor	52-Point of a pen	21-Supuplicate	83-A unit
9-Fish	53-A street arab	22-False hair	84-A numeral
13-Over (contraction)	54-Part of verb "to be"	23-Ae	85-One who gives
17-marsh	55-To put on	24-A	86-In no manner
21-resinous substance	56-To offer	25-A	87-A hesitation in speech
25-Toward a higher level	57-To cut down	26-A	88-Look
29-Mineral spring	58-Spun	27-A	89-Allude
33-An oath	59-To loosen	28-A	90-A large tub
37-Depart	60-Spun by a spider	29-A	91-A shallow vessel
41-Kneely watchful	61-Spun	30-A	92-Very small
45-Commerce	62-To offer	31-1	93-A priest of ancient Britain
49-Division of the earth's surface	63-Spun	32-A	94-A march
53-A tall structure	64-Spun	33-A	95-Distant
57-Mount	65-Spun	34-A	96-Move quickly
61-Finished	66-Spun	35-A	97-To throw irregularly
65-A young hog	67-Spun	36-A	98-A citrus fruit
71-One side of a ledger	68-Spun	37-A	99-Lowest possible position
75-A measure of weight	69-Spun	38-A	100-Fashion
79-Stowed away	70-Spun	39-A	101-To plant seeds
83-At this time	71-Spun	40-C	102-To cuff or buffet
87-An authoritative prohibition	72-Spun	41-Spun	103-Practitio
91-To decay	73-Spun	42-Partly frozen rain	104-Nickname for
95-Spun by a spider	74-Spun	43-Partly frozen rain	
99-To tire out	75-Spun	44-Telegraphed	
103-Spun	76-Spun	45-Cheerfully	

(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

CLEVER SHORT STORIES.

PRINCE'S JOKES.

SIR JAMES BARRIE'S "DARK SECRETS."
ON WORCESTER.

The Prince of Wales was the guest of Mr. Baldwin, the Prime Minister, at the second London dinner of the Worcestershire Association, held at the Hotel Victoria, and he made a witty speech, which caused roars of laughter, when responding to a loyal toast. He said:

In the course of my researches—and unfortunately they have been rather hurried ones because I have been rather busy in the last few days—I started to jot down some of the things for which your great county is famous. But I began by putting the word "sauce" right out of my mind—(laughter)—because I was determined that whatever else I did or did not do I was not going to make a single joke about Worcester sauce.

And in the same kind of way I decided not to say very much about your good "River Severn, because it seems to me that its main function is to keep your county almost in a state of permanent inundation. (Laughter.)

And then I remembered having seen a recent reference in the newspapers to a Worcestershire farmer who was reported to have found grass growing on the back of some of his sheep. (Loud laughter.) I was compelled to put that on one side rather reluctantly, because I thought that would be a marvellous new theme for after-dinner speeches. But I felt before it was put on the market that it would need a little more investigation, although it obviously points to a corollary—that Worcestershire farmers do not let grass grow under their feet. (Laughter.)

So my list of a few days back of the noted products of your county was not progressing very favourably until suddenly inspiration came to me and I noted down quickly chin, elder, cricket, and Lord Coventry—(cheers and laughter)—who was playing a prominent part in your county before most of us were born. (Lord Coventry will be 90 in May.)

Now the realisation that all of these items began with "C" suddenly reminded me that of course I should have started one letter earlier in the alphabet, and I should have headed my list with another product of Worcestershire, for which we all have such affectionate admiration—my host, Mr. Baldwin. (Cheers.)

Sir James Barrie.

Sir James Barrie, replying to the toast of the visitors, said he had in his notes a reference to "Worcester's Darling Son—his dark secret." (Laughter.) He continued:

I think it would be best to make a clean breast of it. The Prime Minister's dark secret is that he absolutely abominates pipe smoking. Have any of you ever seen him smoking a pipe—trying to smoke a pipe—not even able to hold the thing properly? (Laughter.) And it all arose out of an unfortunate newspaper mistake, and then all the public liked it, and rather than disappoint them he goes on smoking this horrible thing.

But if you want to see the Prime Minister at his best, it is when he hears the hundred nightingales and when he has thrown that rank thing aside and lights his beloved cigarette.

You all have dark secret, all the men among you, and even I. (Laughter.) I should like to tell you my dark secret. When I was at school in the south of Scotland—it was a mixed school—one day the girls took a plebiscite about which boy had the sweetest smile. It came to my ears that I had won. Think of my elation. But the tragedy is that it made me self-conscious, and I have never been able to smile since. (Laughter.)

Mr. Baldwin, replying to the toast of his health, said of Sir James Barrie:

I have nursed about him for many years a darker secret than he betrayed to-night, and all time for reticence is past.

Sir James Barrie was a teetotaler and a non-smoker—originally. (Laughter.) In his early days he wrote a story, or an essay, which ran round the world and was called "My Lady Nicotine." An enterprising tobacconist felt there were possibilities of advertisement there, and wrote to Sir James Barrie and asked what was the original of the "Arcadian Mixture."

Sir James knew the names of no tobacco manufacturers, but, going for a walk he saw a little advertisement of "Craven mixture," and he wrote at once and said that the Arcadian mixture was Craven mixture.

Its fame was made, and, as its fame was made, for very shame Sir James Barrie took to the pipe, of course, would pay the bill.

Behind the cathedral lay the ruins of the famous Cloth Hall, once one of the finest specimens of mediaeval art in Europe, and now, like the cathedral, a gaunt, shapeless mass of tumbled stone

HILL 60.
BRITAIN'S "MOST SACRED BATTLEGROUND."

THE YPRES FIELD.

Last autumn my wife and I visited Hill 60 and the old battleground area around Ypres (writes Herbert P. Lee in the "Empire Review.") I had worked at various intervals in the mines between Armentieres and La Bassée, and had always wanted to see the great crater at Hill 60. We reached Ypres early on a Sunday, after travelling across an area which, in spite of the truly miraculous work of reconstruction, still showed the ravages of war. Patches of new brick showed everywhere in the farmhouses which dotted the green countryside. New red tile-roofed cottages which before the war had been covered with that. In every farmyard lay a huge mass of rusted iron, barbed wire, shells, wagon wheels—all the debris of war.

It was surprising to see what use the thrifty Flemish farmers had made of the old German dugouts, and how they had used huge quantities of elephant iron, formerly utilised as roofing for dugouts, for sheds and outbuildings.

As the train neared Ypres the countryside became dotted with concrete pill-boxes, overgrown with weeds and used now as pigsties and store sheds. In the Ypres area the sword had been transformed into the ploughshare with a verity.

No Trees.

Yet amid all the ghastly evidences of war the most obvious note of all was the total absence of trees. Here and there scarred stumps showed above the tangled weeds; now and then a few dead limbs rose to the sky like the uplifted arms of a skeleton. Just these remained of the once pretty green copse which had been swept away in the rain of high explosives. Of all the impressions of war, that produced by the dearth of living trees around Ypres was the most vivid.

The train rumbled lazily through several small stations, shell-scarred, and in places glaring with new masonry. From the windows of the smoky little compartment we could see overgrown trenches, shapeless and covered with tangled weeds through which red strands of rusted wire peeped here and there. Now and then the train passed the wreckage of a concrete pill-box, built in the days when the food and munitions of an army passed down this very railway.

But in spite of it all it was difficult to realise that we were passing through the most sacred battleground in British history—the famous "Salient" of Ypres, sanctified by the blood of half a million dead.

Around these little knolls the tide of battle had ebbed and flowed. From these blocks of ugly concrete machine-guns had spouted death to khaki-clad infantry surging up through the mud from the pit of Ypres.

Short years ago this green landscape had been blotted out by the black bursts of high explosive; these blue Flemish skies flecked with exploding shrapnel.

This, then, was the Salient!

The train rumbled to a halt in Ypres and we dismounted. It was surprising how little the station showed of the effects of war. Much of it had been rebuilt, and it bore a singularly peaceful air on this November morning. We checked our bags, and, declining the services of a guide, walked through the miracle that was rebuilt Ypres.

It was scarcely possible to believe that eight years ago nothing existed here but a tangled mass of brick and shattered concrete, with hardly one stone standing upon another. No city in all the areas of war had sustained the terrible battering to which Ypres had been subjected as the pivotal point of both Allied and German fortunes in the West. It was astounding. It was miraculous.

Everything was new, of course, even the cobble stones on which we walked. Houses, factories, churches, stores, all were as new, and shining as a new pin. Somewhere bells were tolling, and the sleepy streets of Ypres were filled with black-clad burghers and their wives on the way to Mass.

The Ruined Cathedral.

We reached the ruins of the cathedral, still lying in a littered, untidy heap, though on one side the work of reconstruction had commenced, and a trellis of scaffolding surrounded the chancel. We stopped to marvel at the painstaking care with which those in charge of the work were putting back each stone in its original place, rebuilding the beautiful edifice to look as nearly as possible as it had done before the first German shell screamed into Ypres. The Germans, of course, would pay the bill.

Behind the cathedral lay the ruins of the famous Cloth Hall, once one of the finest specimens of mediaeval art in Europe, and now, like the cathedral, a gaunt, shapeless mass of tumbled stone

and blackened beams. The retreating Germans fired the beautiful building during the first months of the war, and from then on through the years shell after shell had completed the work of destruction.

Beyond the Cloth Hall lay the great square of Ypres, bathed in the warm sunlight of this autumn morning. Ten years ago the square had echoed to the tramp of marching battalions, moving under cover of darkness, winding snake-like between the deep shell craters to the rattle of endless supply wagons and the rumble of moving guns.

And now there was only an occasional automobile, a bicycle or two, a buggy bringing in a Flemish farmer and his family to Mass. Here, as elsewhere in Ypres, the work of reconstruction constituted a new wonder of the world. The square was lined with new stores, and there were several excellent little hotels, which, if less picturesque and historic than those wiped away by the German guns, were the last word in comfort and modernity.

We lunched at the new Excelsior, and started out for Hill 60, passing out of Ypres through the magnificent Menin Gate—then, under construction—which was to be a permanent memorial to the legions who had marched out along the Menin-road to death and glory in the Salient.

Hill 60's Great Crater.

We trudged along eastwards, following the Menin-road through the outskirts of Ypres towards Zonnebeke. One kilometre from Ypres we turned to the right across the railway, in the direction of Zillebeke, passing on each side of the road huge cemeteries filled with countless white crosses—the graves of British dead.

"There are 265,000 British graves in the Salient alone!" our host of the Excelsior told us, and out here on the road to Hill 60 it seemed that there must be far more than that. One great cemetery alone contained 30,000 graves, side by side in orderly rows amid the waving grass.

An hour's walk and we reached Zillebeke, where many farms still lay in ruins, and where, for acres, the whole earth was red with shattered brick. Piles of debris taken from the battlefields lay in each farmyard.

At last we reached Hill 60, and spent an hour wandering about its slopes, crossing the railroad to where the giant crater, now filled with inky-black water, yawned on the further side. It was a stupendous hole, more like the crater of a volcano than a man-made pit. And no volcano ever spouted more death than this black hollow at dawn on June 7, 1917.

The slopes of the hill were covered with shell craters, linked so closely that there was practically no level ground. Debris lay everywhere—unexploded shells, tattered equipment, water bottles, machine-gun belts, and the endless rusted barbed wire and crumpled concrete. Here and there the half-filled mouth of a dug-out showed under the tall weeds.

There were other things, too, more ghastly than the littered implements of war. Stuck down in the side of a deep crater we saw a little wooden cross on which had been roughly inscribed "Aun Allemann"—"To a German." That was all. As late as the summer of 1925 a vast number of German dead were found in a buried dug-out beneath the hill. No doubt there are others. . . .

—EX.

MR. L. C. BOBBITT.

DEATH OF FORMER SHANGHAI MAN.

LATE OF ASTOR HOUSE.

Death has claimed Mr. Lester Columbus Bobbitt, former Shanghai and Assistant Manager of the Astor House Hotel for a number of years, according to information received from Nevada, Missouri, where Mr. Bobbitt died in a hospital.

Familiarly known as "Bob" to thousands of residents of Shanghai, and to visitors from many parts of the world, Mr. Bobbitt, during his six years as an official of the hotel attained a wide popularity. His death will be noted with deep regret by his many friends and admirers.

News of the death of Mr. Bobbitt was received by Mr. Van Buskirk, United States Deputy Marshal, and by Mr. Thomas Dixon, of the Astor House Hotel, both of whom have known the deceased for many years.

Mr. Bobbitt spent 20 years in China, coming to this country while in the American Navy. At the time of his discharge from the navy he held the rank of Chief Commissary Steward. He was born in the State of Indiana in 1879 and was the youngest son of his parents. He grew to manhood in the town of Lamonte, Missouri, where he received his education. In 1894 he joined the navy, serving 14 years. About 12 years ago he was married to Miss Adele Magnee. Mrs. Bobbitt died on May 1, 1927.

Decesed is survived by four brothers, Messrs. Milo, J. H., Harry and Fred Bobbitt, all of whom reside in the United States.

The funeral was conducted in Lamonte and the remains buried there beside those of his wife.

STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during March, according to the standard time of the 120th meridian east of Greenwich, is as follows:

Date.	Sunrise.	Sunset.
March 31	6.17	6.33

HINKLER'S SHORTS.

BORROWED PAIR BELONGING TO WOMAN MOTORIST.

Melbourne—Mr. Hinkler, the airmail, when he arrived at Port Darwin, borrowed a pair of motoring shorts. They belonged to Miss Nelson, daughter of the Federal Member for the Northern Territory. Her brother lent them to Mr. Hinkler and telephoned his sister in Melbourne:

"Hinkler left here wearing your shorts. Hope you don't mind."

She replied: "I am thrilled. I hope to get the shorts back when father meets Mr. Hinkler at Canberra. I shall keep them as an souvenir."

Col. Brinsford, Director of Civil Aviation, has left Bunda-

ber, Mr. Hinkler's home, to consult Mr. Bruce about retaining Mr. Hinkler's service for Australia. He advised Mr. Hinkler not to accept any trade offers for a fortnight.

The Orient Company has invited Mr. Hinkler's wife to be their guest on her voyage to Australia.

—EX.

CENSOR MYSTERY.
WHY WAS "YOUNG WOODLEY" BANNED?

BEAUTY IN A PLAY.

London, Feb. 14.
The play running this week at the Arts Theatre Club is Mr. John Van Druten's "censored" play "Young Woodley."

I record that it is "censored" with shame and regret. Institutions, in England, are the product of the public that supports them or is too idle to abolish them. The censorship is the product of the public which supports it or is too idle to abolish it.

If "Young Woodley" had been a play that advocated immorality or vice, there might have been a case for suppressing it, or, again, there might not. The public is not infantile, and the public remedy for a play likely to offend it is to stop away from it. But "Young Woodley" is a play about a young man of eighteen in love, his first romantic and idyllic love, with a girl slightly older than himself. And if there is vice or immorality in this, or a situation, indeed, more likely to produce anything but a state of heightened and exalted feeling, I do not know it.

An Exquisite Moment.

If the incidents had been treated indecorously from the point of view of taste (which is to many people as important as the point of view of morality), or if there had been any indecorous speech or any indecorous action, there might, again, have been a case for suppressing the play. But there is no lapse in taste or single indecorous word or indecorous action, and the whole of that side of the history between the two is summed up in one exquisite, faltering confession of love made by the boy and one kiss given, as it so easily might have been given, at a moment of weeping.

The Censor, even if reading through the love scenes with intent to find fault, which was unlikely, can have found no line that an infant would blush for. But the palpable reason, and the only conceivable reason, for the play's suppression I presume to be, its "attack on the public school system." Once the schoolmaster's young wife, the girl who is in love with Woodley, does say in so many words that she thinks one part of the system is of doubtful wisdom—the part of the system that keeps young boys of the impressionable ages from fourteen to nineteen officially segregated from the influence of women.

A Commonplace.

It is a point of view that is not unknown. It is a point of view that, with its arguments, for and against, has been a commonplace in every suburb for a quarter of a century. Anyone venturing it as an original discovery would be looked at with wonder. But on the stage it is apparently the Censor's idea of an "attack," and as containing it "Young Woodley" is forbidden a hearing otherwise than private on the stage of London. The inference might be that if the public schools seriously needed to be defended by such means, they had better disappear to-morrow morning. As the public schools are certainly capable of surviving it, the better inference is that the disappearing might be done by the Censor.

The suppression is additionally provoking in this case, as the play, with certain rare and lovely moments in it, is always on the level of being worth seeing, and the acting is some of the most purely beautiful that has been seen in London for a long time past.

The play is not always on its best level. It gets a little melodramatic and unskillful towards the end. The best thing in its seemed to me the first act (the dialogue among the house-prefects), the first meeting between the two, and the confession of love, exquisite, as I have said, to the girl. But it was difficult at all times to know how much was being put into it by the actors.

Young Actor's Brilliance.

Mr. Frank Lawton, a very young actor whom I admired extremely for his playing some months ago for the Repertory Players, gave a performance of a sensitiveness, a cheer beauty, that cannot be overpraised. If the play had to wait a couple of years, as it did, before being produced in London, it was worth it seeing that chance led to his playing the part now. (Incidentally, he must learn not to look away for so long from the person he is speaking to. He nearly spoilt a last-act scene by it. It is a stage convention, and a bad one. Observe people who are fond of one another parting, say, at a railway station. When they can think of nothing else to say, they still go rapidly at one another.)

Miss Kathleen O'Regan made her part beautiful as she was meant to do, the three hours perfectly. In addition, Mr. Alan Haworth

SCHOOL TESTS.
USELESS TAIL TWISTER CRAZE.
PROFESSOR STUMPED."SAFETY FIRST"
IS ALL VERY WELL,
BUT—
ON TAKING RISKS.

New York.—Intelligence tests are beloved of psychologists in America. They think that by taxing the mind of the young people of the United States definite educational advantages are won and the boys and girls go out into the world of business fully stamped from the educational mint. But these faddists have received a nasty set-back from Dr. Frank McMurry, Professor Emeritus of Teachers' College, who anecdotally remarks of education in New York that it impresses him greatly. "I am still greatly impressed," he says, "for on the whole it has been abominable, and now we are moving towards a worse system."

He warned teachers against this passion for tests, tests, and more tests. Then he gave them one test, which he himself confessed he was unable to answer. Yet it was given the other day to his own students.

Five Boys: Four Posers.

This was the test: Henry and Sam are eight years old; Edward nine; Arthur is twelve, and Richard eleven. Henry and Edward play together and like each other. They will not play with Sam, for neither likes him. He feels the same towards them. They both would be very glad to play with Arthur or Richard, but they don't often have the chance, for these boys prefer those of their own age.

The students were asked to state: (1) Which of the five boys would Arthur prefer to play with? (2) Name two boys who disliked each other? (3) Who play with boys of their own age? (4) Whom does Sam dislike?

Dr. McMurry added that such tests brought education to a low level. And the trouble is caused by an army of young Ph.D.s who have never taught children. The human element still remained the biggest factor in teaching, but testing was a small one.

This example by the doctor can easily be paralleled by others that are given daily in the newspapers and are taken from college course. Such tail-twisters are as popular as cross-word puzzles. But while they may amuse older people they are a dismal commentary on education in America.

MILLION WILL.

FORTUNE FROM PROVISION SHOPS.

Mr. John James Sainsbury, aged 83, founder and head of Messrs. J. Sainsbury, Ltd., owners of many provision shops, left a fortune of £1,158,615, so far as can be ascertained, with net personally £884,665.

He bequeaths:—An annuity of £200 to his house-keeper, Emily Ferris, if in her service at the time of his death.

Six months' wages to each of his other servants who have been in his service for seven years.

£200 a year to Leonard Tubb.

£100 a year to the other executors during the continuance of the trusts of the will, and

The residue of the property, as to one-seventh each, on various trusts for his children, George, Paul, James, Lilian, Weldon, Dorothy, and Elsie, and one-seventh in trust for the children of each of his deceased daughters, Alice Symons and Louisa Hankey.

The will, dated June 25, 1925, with a codicil, is proved by his sons John Benjamin Sainsbury, Arthur Sainsbury, and Paul James Sainsbury, all of Stamford House, and Leonard Tubb, of Moorgate-street, Chambers, E.C., solicitor.

Fortunes From Provisions.

There have been several great fortunes left by provision merchants in recent years.

Mr. John Musker, a pioneer of multiple shop trading and a founder of the Home and Colonial Stores, left estate last year of £275,387, the death duties amounting to more than a quarter of a million.

Mr. Henry S. Bennett, chairman of a Midlands provision company, left £149,941. Mr. George Smith Ollerenshaw, chairman of Hunters, a multiple tea firm, left £191,068. Four years ago Mr. Frank Heywood, of Croydon, a former chairman of the Home and Foreign Produce Exchange, left £552,406.

kins, Mr. Derrick de Marney, the little fat Master Tony Halfpenny (is this a possible name?), the house-master, Mr. David Horne, and the boy's father, Mr. Arthur Horne, played fine for the boy to the author's intention.

There is an easy way to see the play. Listen to the music. The treble clef and a succession of a few shrill notes enables the general

religion, as a timid mariner will seek any port during a storm. Their motto is "safety first," and in consequence they learn nothing. He who experiences nothing is made no wiser by solitude; he who shuns temptation is made no stronger to resist it.

The word Adventure is in the air just now, especially in relation to religion. It gives a title to the last book of Essays edited by Canon Streeter. We are exhorted to "live dangerously," as Nietzsche bade us. "Safety first" is all very well when we are preparing to cross a street or board an omnibus; but in the great quest we must be prepared to run risks. I wish to consider in what sense this is true.

What is faith? A schoolboy defined it as "believing what you know to be untrue," which sounds like a caricature of a too well known sentence—seldom correctly quoted—from Tertullian. Frederick Myers distinguishes between the

bastard faith of theologians,

which consists in believing something on insufficient evidence, and the right idea of faith, as the resolution to stand or fall by the noblest hypothesis.

This definition is not very different from the familiar words of the Epistle to the Hebrews, that

faith is confidence in the truth of what we hope, conviction of the reality of the unseen. (This is probably near the meaning of a difficult passage.)

Faith and Fact.

Protestant theology has restricted the meaning of Faith too much—explaining it as subjective assurance of trust. It has sometimes been assumed that this attitude of throwing oneself into the arms of Divine grace may dispense us from the duty of forming rational convictions and of directing our lives in accordance with them: Faith and fact come to be divorced.

Either they are supposed

to be directed to different objects, or we are told that the same proposition may be true for faith and false for science—in which case we are on a quicksand, and we are driven to play fast and loose with veracity.

The soundest teaching about

Faith is to be found in a quite early Christian writer—Clement of Alexandria, about 200 A.D. He divides the Christian pilgrim's progress into three stages, of which the first and last are simple, the second complex.

The first stage is

faith, the second knowledge, and the third love. Faith is an act of rational choice, which determines to act as if certain things were true, in the confident expectation that they will prove to be true.

The upward path begins as an experiment, and ends as an experience. The venture of faith is progressively justified as we understand life better, till at last knowledge passes into love, "which unites the knower with the known."

Thus faith is the first step, knowledge the second, and love the third.

A Kind of Courage.

Faith, in the Gospels, does not mean believing something: it is an inherent quality in the mind. It is a kind of courage; an attitude which favours adventure and is not afraid to run risks. Its opposite is not intellectual scepticism, but worry, cowardice, or despair.

It can remove mountains—not literal mountains, but the obstacles which sloth and cowards have put in our path.

"Who does the utmost that he can will while he do mair." These are our marching orders, which before the time of the mount.

Now I think it may be said that the modern world is in a better position to understand what Christ meant by faith than the ages which went before us. Faith is a decision of the will, a sort of wager in which we decide to trust life to justify our best hopes. It is not the attitude of a mere onlooker. "In this world," said Francis Bacon, "God only and the angels may be spectators." Faith implies something to be done as well as something to be believed. It brings imagination into play—imagination, which for the ancients was an idle play of fancy, but which for Wordsworth is reason in her most exalted mood." Like Coleridge, Wordsworth distinguishes between imagination and fancy. Fancy is an idle thing; imagination is closely allied to reason and practice. So allied, it becomes creative; when it ceases to be creative it turns inwards, and becomes neurotic and unwholesome. Faith is a "vision" which always prompts to appropriate action; if it fails to do this it soon retreats into dreamland, and vanishes away.

Men Like Darwin.

We shall make a great mistake if we overlook the part which the creative imagination, which is faith, plays in all noble endeavour, such, for example, as scientific discovery. Men like Darwin are possessed with the idea of a great principle which will explain the way in which nature behaves. They work as if it were true, and they find that nature also behaves as if it were true.

This is exactly the way in which religious faith proceeds, and in both cases it is the method of adventure. Some religious people, like Darwin, are driven away from life in order to escape danger. They fly to the most dramatic and positive

CROSSWORDS LEGAL.

SIR C. BIRON'S CONSIDERED JUDGMENT.

TEST OF SKILL.

Dr. Henry Longstaff, Arthur Longstaff, his son, and Charles Burritt Rendall again appeared at Bow-street on a summons for publishing in the "Competition Racing and Football Winner" a scheme for the sale of chances in a lottery entitled "The New Blind Cross-Words." There were also summonses against Dr. Henry Longstaff, Arthur Longstaff, Edward Bates, and George Richard Jeffs for publishing the same scheme in the "Racing and Football Leader."

It was stated that entries had to be accompanied by a fee of £1 for the first and £1 for each subsequent attempt. Prizes of £500 and £100 were offered, and £20 was distributed each week to blind charities. According to the prosecution there were 14 words in one competition for which there were alternative solutions and it was contended that the result depended upon pure chance and not skill.

Sir Cartres Biron, in a considered judgment, said the question was not whether there was not large or even preponderating element of skill, but whether skill was entirely eliminated. He had himself spent some little time in trying to solve the competition, and he found considerable difficulty in guessing some of the words. He thought perhaps that was due to his stupidity, through never having solved one of these competitions before, but a friend who had had considerable experience also was unable to solve one or two of the words without a good deal of research.

The Meaning of History.

Therefore, until quite modern times, there was little or no faith in human history as having any meaning. We were sent into the world to save our own souls and to help other people to save theirs. But there was so little belief in the life of the race as having any meaning or value that "if God chose to 'shatter to bits the whole sorry scheme of things entire' the day after to-morrow, that would be a quite satisfactory end of the whole business."

Some Examples.

A few examples were: Afray—melee; to shell—peas—sheaf; make able—enable; ejects—ousts; pro-montory—ness; and, looking, at all these facts, he did not think he could say that there was no element of skill involved, so he dismissed all the summonses under the Lottery Act.

On the summons for appealing for subscriptions to a charity which had not been properly registered, Dr. Henry Longstaff was fined £5 and £2 2s. costs.

eternal in the heavens." But these transcendent hopes will hardly remain ours unless they act as creative forces in the world in which we live—that world which has been well called "the vale of soul-making."

Now all these "acts of faith" in the external world require courage and a willingness to take risks. The planet should not be prolonged for a million years more, which will give our social reformers plenty of time to try every conceivable experiment.

Besides this we believe that all movements are gradual. They are not necessarily upward movements, nor does it follow that greater complexity implies greater value or greater happiness. But it seems quite clear that whether we call the world good or evil, it is in our power to make it better.

Time, for us, instead of having no value or meaning at all, is charged with tremendous possibilities for good and for evil.

Here we have a new task for faith, a task without which faith was necessarily half crippled. "See that thou make all things according to the pattern showed thee in the mount." These are our marching orders, which before the time of the mount.

Timid Conservatives.

We are not to suppose that life in this world will go on for ever. All the tools and instruments, the stage and scenery, which the Creator has provided for the performance of His great drama will be scrapped when the play is done. That will not matter.

"Though the earthly house of this tabernacle be dissolved, we have

done good service—Dean Inge in the "Evening Standard."

Faith is a spiritual venture, and does not imply an optimistic view of present tendencies. But those writers who have emphasised the buoyancy and courage of the genuinely Christian character, have done good service—Dean Inge in the "Evening Standard."

The Recorder said that it required a good deal of courage on the part of a person blackmailed to come into court. Fortunately both Mr. "B." and Miss "A." had that courage.

But for Wright's youth he would have sent him to penal servitude for seven years.

A BLACKMAILER.

SERVANT DEMANDS "HUSH MONEY" FROM EMPLOYER.

MISS A. AND MR. B.

John Wright, aged 20, a man-servant, was sentenced to three years penal servitude at the Old Bailey for blackmailing his employer, stated to be a man of good position.

The prosecutor was referred to as "Mr. B." and a woman in the case as "Miss A."

The Recorder (Sir Ernest Wild, K.C.), said that blackmail was the only class of crime where there was a consensus of judicial opinion that the names of persons blackmailed should not be published.

Otherwise such persons might be afraid to bring an offender to justice.

Mr. Francis Peregrine, for the prosecution, said that Wright had been employed by Mr. "B" for two years. He carried out his duties satisfactorily until the beginning of this month, when Mr. "B" had to go into a nursing home.

On February 7, Mr. "B" received a letter from him making allegations against him and Miss "A."

Sir Cartres Biron, in a considered judgment, said the question was not whether there was not large or even preponderating element of skill, but whether skill was entirely eliminated.

He had himself spent some little time in trying to solve the competition, and he found considerable difficulty in guessing some of the words. He thought perhaps that was due to his stupidity, through never having solved one of these competitions before, but a friend who had had considerable experience also was unable to solve one or two of the words without a good deal of research.

Mr. "B." informed Miss "A." who, said counsel, communicated with the police. Acting under instructions, she arranged to meet Wright, who did not keep the appointment, but went to Miss "A's" house early one morning.

Some Examples.

A few examples were: Afray—

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AH YAU—(Peak Tram Station).

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HUNG CHEONG—(Rowloon).

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SMUGGLING CHINESE
CONCERTED POLICE ACTION IN
ENGLISH SEAPORTS.

CHINATOWN UNEASY.

London Feb. 25. There was consternation in all the "Chinatowns" of the ports—London, Liverpool, Cardiff and elsewhere—early one morning this week as a result of a police raid. Under an order of the Home Office the police descended suddenly at a fixed hour on the unsuspecting Celestials and arrested everyone who could not produce satisfactory identification papers. The raid was carefully planned and well carried out.

For some time there has been a suspicion that numbers of Chinese have been smuggled into this country by their fellow countrymen resident in England to work in Chinese laundries, restaurants and other establishments, and there is reason to believe that some were engaged in illicit drug traffic.

It is said by people who are supposed to know all about such things, that of late scarcely any ship with Chinese among the crew has called at a port in Great Britain without the disappearance of some of its members, and it is believed that many Chinese have been hidden among the cargo during the voyage from the Far East.

The elusive Chinese.

Hitherto efforts by the police to obtain complete records of Chinese among the floating population in seaport towns and cities have failed owing to the elusive character of the "suspects." To the ordinary man here, whether police officer or not, one Chinese seems as like another as two pens; and there have been instances of ten or a dozen living in a house where only three have been registered. The others could never be traced. Always in some mysterious way as soon as a policeman appeared in the vicinity the "wanted" individuals vanished.

All the Chinese without identification papers discovered in the present raid are being dealt with under the Aliens' Registration Act. Many of them will be deported. I may say, however, that for a reason nobody seems able to explain, the yellow population in the ports has diminished in recent years. This is particularly true of Limehouse, the Chinese quarters in the East End of London. This is the district round about Pengeyfields where our country cousins sometimes go even now, with a child-like faith that it is almost pathetic, hoping to discover "opium dens" as graphically described in novels, and to see almond-eyed gentlemen with an inscrutable smile playing fan-tan!

TRADE PROSPERITY. MR. McD. HASTINGS

(Continued from Page 2.)

MACDONALD HASTINGS
DEAD.

NOTED AUTHOR & PLAYWRIGHT.

Mr. Basil Macdonald Hastings, the well-known author and journalists, died in a London nursing home at the age of 47, after a long and painful illness which he bore with great pluck.

Mr. Hastings first came into prominence as the author of "The New Sin."

This powerful play, remarkable in that it had no woman in the cast, was produced at the Royalty Theatre in February, 1912, and has several times been revived, both in England and in America.

The son of a solicitor and educated at Stonyhurst (he was a devout Roman Catholic), Macdonald Hastings began his career as a clerk in the War Office.

He wrote verses, short stories, and amusing essays in his spare time, and as these became more and more generally accepted, he determined to become a journalist, and joined the staff of "The Standard."

The stage attracted him also, and his sketches were found in many popular revues.

His more serious dramatic work was mainly confined to "The New Sin," and a collaboration with Joseph Conrad in "Victory."

With Eden Phillpotts he wrote "Bed Rock" and "The Angel in the House."

Plays Full of Wit.

"Love and What Then," "A Certain Liveliness" (which, produced by Seymour Hicks, could be called a brilliant failure), and "Advertainment" were full of wit, and obviously the work of a man who had his own brand of philosophy. "Hanky Panky John," his only attempt at sheer farce, was disappointing, though ingenious.

He travelled to America to produce his dramatization (for Cyril Maude) of A. S. M. Hutchinson's "If Winter Comes," but this "best-seller" made, as a play, comparatively little appeal.

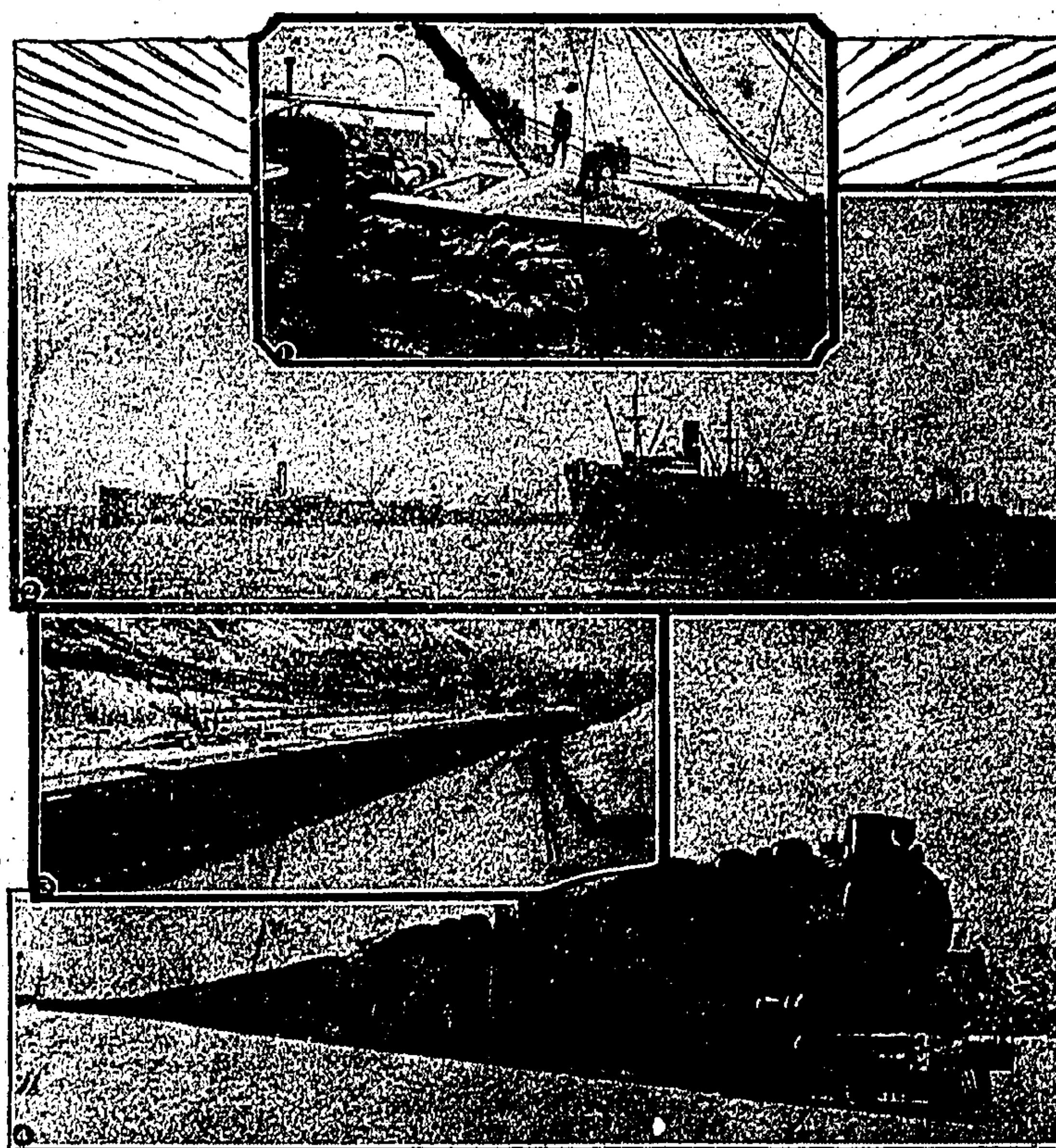
Macdonald Hastings knew a great deal about the theatre, and acted for time as dramatic critic of the "Daily Express." He could express his dislikes, both in public and in private, pretty pungently; but he was beloved by a wide circle of friends for his kindness, his fearless and vigorous expression of opinion, and his courage in, towards the end, most difficult circumstances.

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constipation, Pinkettes are perfection, because they are not habit-forming and neither pain nor purge. They also aid digestion, banish bilious attacks and sick headaches, quickly relieve piles. Your chemist sells them, or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai; Let Pinkettes

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heading grain near Hector, Alta.

5. The building of the Transcona yards at Winnipeg, with over 100 miles of track and a capacity of 42,000 cars.

6. The building of the Canadian Pacific's grain terminal at Lethbridge, Alta.

7. A grain train, 1,170 miles long, is being handled by the Canadian Pacific Railway.

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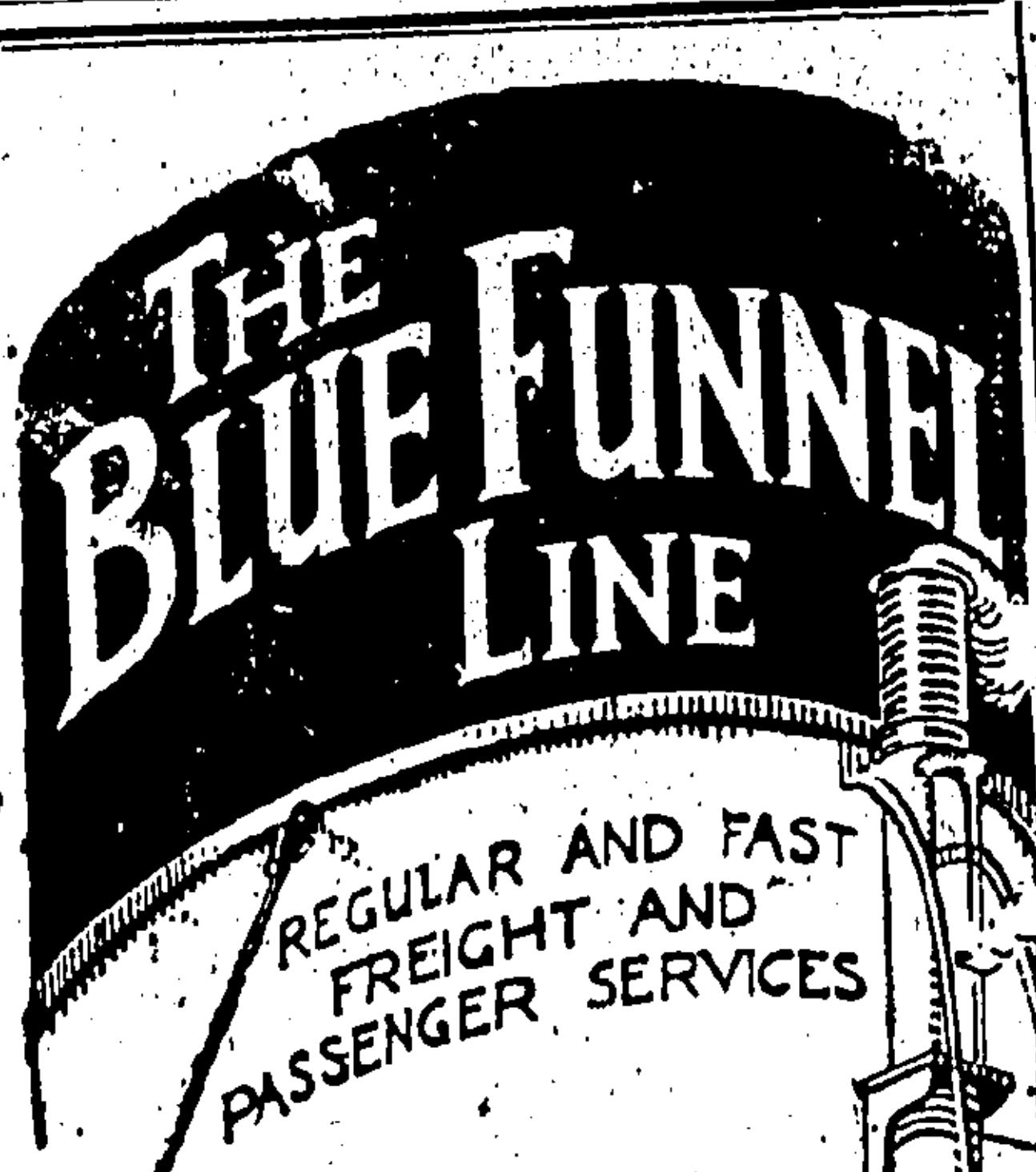
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 Lee Yee, Ah Yau—(Peak Tram Station).
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China Mail

ESTABLISHED 1845

HONG KONG, SATURDAY, MARCH 31, 1928.



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"AENEAS" 3rd Apr. Marseilles, London, Rotterdam & Glasgow
 "ARNEAS" 18th Apr. Marseilles, London, Rotterdam & Glasgow
 "CALCHAS" 1st May Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"POLYPHEMUS" 7th Apr. Genoa, Havre, Liverpool & Glasgow
 "BELLEROPHON" 20th Apr. Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"KORE & YOKOHAMA" 1st Mar. Victoria, Vancouver & Seattle
 "TYNDARUS" 10th Mar. Victoria, Vancouver & Seattle
 "PROTEUS" 19th Apr. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"STEAMER" 20th June Boston, New York & Baltimore

PASSENGER SERVICE.

"AENEAS" 3rd Apr. Singapore, Marseilles & London
 "ARNEAS" 18th Apr. Singapore, Marseilles & London

OUTWARD SERVICE.

"AUTOMEDON" 2nd Apr. Shanghai, Kobe & Yokohama
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Ontario, Nova Scotia, New Brunswick and Quebec	13.00	65	
Newfoundland	13.80	69	

INWARD MAIIS.

From Per

SATURDAY, MARCH 31.

Shanghai	Suying
SUNDAY, APRIL 1.	
U.S.A., Canada, Japan and Shanghai	President Madison
Shanghai and Europe via Siberia	Emil Kirdore
Amoy	Shirala
Australia and Manila	Arafura
MONDAY, APRIL 2.	
Manila	President Cleveland
TUESDAY, APRIL 3.	
Strait	Kum Sang
THURSDAY, APRIL 5.	
Canada, U.S.A., Japan and Shanghai	Empress of Canada
SATURDAY, APRIL 7.	
U.S.A., Honolulu, Japan and Shanghai	President Garfield
MONDAY, APRIL 9.	
U.S.A., Honolulu, Japan and Shanghai	President Pierce

OUTWARD MAIIS.

For Per

SATURDAY,	MARCH 31.	2.80 p.m.
Shanghai and Europe via Siberia	Shantung	1.30 p.m.
Saigon	Wong Shek Yung	5 p.m.
Amoy	Aptung	5 p.m.
Hainan, Pakhoi and Haiphong	Kwong Foh	5 p.m.
SUNDAY,	APRIL 1.	9 a.m.
Bangkok via Swayaw	Kwangchow	9 a.m.
Amoy	Yingchow	9 a.m.
Saigon	West China	11 a.m.
Sam Shui and Wuchow	Tai Ming	11 a.m.
MONDAY,	APRIL 2.	1.30 p.m.
Shanghai and Europe via Siberia	Sui Yung	2 p.m.
Amoy and Foochow via Swayaw	Tai Chung	2 p.m.
Saigon	Hydrangea	2 p.m.
Manila	President Madison	4.30 p.m.

RUBBER BILL.

Passes Second Reading
In Commons.

SOME M.P.'S VIEWS.

London Operators To Be Considered
By Premier.

London, Yesterday.

In the House of Commons, Mr. R. Waddington (Conservative) moved the second reading of the Rubber Industry Bill.

Mr. Cyril Atkinson, K.C. (Conservative) moved its rejection. He said the scheme was dangerous; if the Bill was passed attempt will undoubtedly be made to extend the principle to other industries.

Brig.-Gen. E. Makins (Conservative), opposing asked whether this was the beginning of taxation on raw materials.

Sir Philip Cunliffe-Lister (President of the Board of Trade) said that the Government favoured the principle of the Bill, which eighty per cent. of the industry supported. He considered the details could be settled in committee.

The Bill passed its second reading by 104 votes to 52.

The Premier's Statement.

London, Yesterday. The Government to-day sought the advice and will act on the suggestions of the Stock Exchange and Rubber Trade Association, as best qualified to represent city opinion, regarding the most favourable time for the Premier, Mr. Baldwin, to deliver the promised statement in the House of Commons on the rubber inquiry on April 4.

To avoid embarrassment of the London market and advantage to New York, the Premier will deliver the statement before the close of operations in London that day and before the opening of the New York market.—Reuter.

MARCONI CO.

CABLE AND WIRELESS MERGER.

U.S. TRADE PROPOSAL.

London, Yesterday.

At the annual meeting of the Marconi International Marine Communication Co., the Rt. Hon. F. G. Kellaway, presiding, said Signor Marconi has been advised to spend a few weeks in Italy to complete his recovery from his illness, which had been more serious than was generally known. Signor Marconi was now on his yacht, working on a line of research which promised to be as sensational in its effects on telegraphic communication over distances of a thousand to two thousand miles as his development of the beam system over the greatest distances.

An Imperial Necessity.

Mr. Kellaway, referring to the cable and wireless merger negotiations, argued that it was imperative and an Imperial necessity that external British telegraphs should be operated as one unit. He pointed out these now had, at least, six different authorities, lacking a common coherent policy. He disclosed that American commercial interests during the past year had seriously advanced the proposition that they should operate the whole British internal and external telegraphs and telephones through a company formed in Britain.—Reuter.

LIBERAL CHINA.

MISS S. TCHENG ON HER MISSION.

A NANKING DEMOCRAT.

Marseilles, Yesterday. Miss Sou-me Tcheng has arrived. She declared she is coming as a Nanking delegate of Democratic, Liberal China, a friend of liberty and France, and to tighten the bonds of friendship and sympathy.—Hayas.

Note: Miss Tcheng passed through Hong Kong recently on her way from Shanghai. She is a returned student and a jurist. After Chiang Kai-shek's resignation last year, she was appointed by the Nationalist Government to be Chief Justice of the Provisional Court of the International Settlement, Shanghai, superseding Dr. Loo Hing-yuan, but she did not assume office and preferred to go abroad. She has recently been appointed by the Chinese Government to be a member of the Chinese delegation to the Paris Peace Conference.

NEW AIR RECORDS.

Speed And Endurance Tests.

ITALIAN'S CLAIM.

Americans Take Endurance Crown
From Germany.

Rome, Yesterday. The aviator, Major De Bernardi, in a Macchi seaplane with a Fiat engine, claims to have established a new world's speed record of 612½ kilometres per hour over a three-kilometre course on the Lido, thereby breaking his own previous record of 479 kilometres 290 metres flight which was officially witnessed.—Reuter.

GERMANS BEATEN.

Americans' Endurance Flight.

Jacksonville Beach (Florida), Yesterday.

The aviators, Eddie Stinson and Captain George Haldeman, have established a new endurance record in the air, beating the Germans (Risticz and Edzard) former record of 52 hours 23 minutes by 72 minutes. Stinson is the manufacturer of the airplane in which the record was made. Haldeman piloted Ruth Elder on her trans-Atlantic flight.—Reuter's American Service.

PRINCE HENRY.

DIGNITIES CONFERRED BY KING.

London, Yesterday. The King has bestowed on Prince Henry the dignities of Baron

TO COURT DEATH.

Woman's Trip in W. China.

COOLIE ARMY.

German's Attempt To Explore Chinese Borderland.

Bombay, March 9.

Described by Colonel Hunter, of the Government Survey Department, as the pluckiest and most charming woman he had ever met, Miss Mercedes Grohe left Calcutta yesterday to court death at the hands of the lawless bandits in the wild, unexplored regions of Western China.

With Mr. Mohmers Mons, a well-known German explorer and cinematograph operator, she arrived in Calcutta recently after a thrilling three-months' car journey from Berlin.

The car has now been sent back to Germany, and they will continue the journey on foot through Burma into the comparatively unexplored regions on the Indo-Chinese borderland.

They will remain at Hanoi for some time before continuing their journey round the world.

Entertained By Sheikh.

The first stage of the journey across Europe and Turkey was accomplished speedily and without any untoward happening.

After leaving Turkey for the desert ride through Arabia, they had their fill of sensational adventures.

A powerful Sheikh who figures prominently in Colonel Lawrence's book "The Revolt in the Desert," espied their car ploughing through the desert and was so delighted to meet them that he turned the whole tribe to stage a mimic war, which was recorded by the cinematograph operator.

When they left him, he gave further proof of his hospitality by overwhelming them with gifts and charms to protect them on the remainder of their travels.

Pursued By Afghans.

Their most recent and exciting adventure happened near Kuh-Malik Shah, known as "the place where three Empires meet" (India, Persia and Afghanistan). On three separate occasions the car was hotly pursued by bands of hostile Afghan tribesmen, who were evidently bent on pillaging the unwelcome visitors.

One episode was "a near shave," as one member of the party described it. The wheels of the car sank deeper and deeper into the dry sand over which they were racing, and it was feared that the Afghan raiders would overtake the party. Firmer ground was reached and danger was averted.

Three Mule-Loads of Coins.

Three mule-loads of money-bags containing small silver and copper coins peculiar to the region of the Indo-Chinese borderland, which they mean to explore, will accompany the explorers on their journey from Calcutta. The coins were supplied by the Calcutta Mint.

A small army of coolies will replace the car and lorry with which the first part of the journey was accomplished.

The party's route lies through Sunderbans via Shillong, Sadiya and Jairhat to the Naga Hills and thence to Imphal, in Manipur.

It is then proposed to make for Fort Hertz, and from there they will continue the journey down the Irrawaddy. They will then strike in a north-easterly direction for Taifu, and take the usual caravan route towards Yunnanfu. West of the latter place there is unexplored territory.

SERVICE CRIMES.

REVISION OF ACTIVE SERVICE OFFENCES.

London, Yesterday.

By amendments to the Army and Air Forces (annual) Bill just issued, the only military offences punishable by death will be mutiny, treason, cowardice, desertion and leaving the ranks without being regularly relieved.

The death penalty, which was abolished in cases of desertion, will now be applied in cases of cowardice, desertion and leaving the ranks without being regularly relieved.

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AGAINST the sinister shadow of the underworld this startling drama of love and revenge is played, and through